

REPORT OF SURVEY FOR REPAIRS, &c

WRECK SECTION

Date of writing Report 28 July 1942 when handed in at Local Office

Port of Rio de Janeiro

No. in Reg. Book Survey held at Rio de Janeiro

Date, First Survey March 6th

Last Survey July 25th 1942

on the Wood, Iron or Steel in S.S. M.V. "ITAPAGE"

TONNAGE - Built at Rouen

By whom Chant de Normandie

YEAR MONTHS When 1927 11

GROSS 4998

Owners Cia Nacional de Nav Costeira

Owners' Address

UNDER DE 3571

Managers

Port belonging to Rio de Janeiro

NET 3012

Surveyed Afloat in Dry Dock? Yes

Name of Dock Ita de Nhamã

Destined Voyage Brazil's coasting

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3400

Port Rio de Janeiro

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and repairs.

Vessel placed in dry dock, bottom, under, above frame, keel and stem cleaned, examined, found or placed in good order and recorded. Decks, hatchways, hatches, fore and aft, ventilators and their bearings, windlass, steering gear, anchors, skylights, boats, hawsers and warps examined and found in order. Foreboard repaired. Repairs due to coral and mud, steel plates (from forward) No. 1-2-3-6-7-8-11-12 removed on account of the girth being badly scabbled and thin due to dragging through the sand in the canal entrance to Rio Grande do Sul. Port side, Strake A No. 3 plate removed, B Strake No. 2-8 removed, H No. 1 found in place. Starboard side, Strake A No. 2+3 removed, B No. 2 removed, C No. 2 removed, H No. 1 found in place. These plates removed on account of being found thin. Windlass repair, deck in way repaired, wood scabing removed and windlass overhauled, all new hawking down bolts fitted.

SUMMARY OF DAMAGE REPAIRS

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads		Engine Room Skylights	Good	Copper, or Y.M.	
Planking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Bearings		Cement or Asphalt		Oil Bunkers		When fitted, Month	Year
Rivets & Fastenings		Rudder	Good	Scuppers	Good	Boats	Good
Side Plating	Good	Steering gear and its connections		Cargo Hatchways		Masts, Yards &c.	
Transoms		Windlass		Hatches		Condition, how ascertained	from deck No.
Reverse Frames		Have pumps been examined and found efficient?		Planking		(State if wedges removed.)	
Longitudinals		Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	
Transverses		Have Watertight Doors been examined and found efficient?		Treenails		Anchors, No. of	11
Decks		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		Cables (State if now ranged)	Do.
Stems		Air and Sounding Pipes		Transoms, Pointers & Crutches		length	State's complete diam.
Bottom Plating		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		(on board)	
Have the Tanks been examined internally?	Do.			" " at other places		Rule length	size
Have the Tanks been tested?				Stringers, Clamps & Shelves		Chain Locker	
				Salting		Hawsers & Warps	Good
				(State if examined.)		Standing and Running Rigging	
						Sails	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is in good order, eligible to be continued as classed, with record of survey 7-42.

Survey Fee (per Section 20) £ 1,500 0 0

Fees applied for,

Special Damage or Repair Fee (if any) £

27 July 1942

Travelling Expenses (if chargeable) £ 500 0 0

Received by me,

Second Surveyor's Fee (if any) £

19

M. Thompson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 NOV 1942

Character Assigned

100A - With ft. 2
Both 57.42 + dumb (on) 7.42
585 7.42



Lloyd's Register Foundation

W1196-D168

Is Certificate required? If so, to be sent to