



G. T. B. SCULLARD,
SHIP AND ENGINEER SURVEYOR.

Reference

S.

Lloyd's Register of Shipping,

~~73 Rua do Gaes do Tojo,~~
Praça Duque da Terceira 24-20-E.
Lisbon, 26th August, 1933.

Report No. 2289 "MOÇAMBIQUE"

Dear Sir,

I have to acknowledge the receipt of your Classing Letter of the 22nd instant regarding the above named vessel and have noted your remarks.

Yesterday afternoon I met the Company's Superintendent when continuing the Special Survey of the S.S. "CUBANGO" and mentioned the matter to him and I was informed as follows:-

Shell plating in the Counter.

In accordance with the custom recently adopted by the Company, to clean out and paint certain compartments of their vessels whilst in this home port, the after quarters of the vessel were ordered to be cleaned, chipped and painted. In the recent reorganisation of their firm a Director was appointed Head of the Technical Department and is known as the Technical Director and all technical matters are submitted to him by the Superintendent for his decision. The Superintendent ordered part of the plating to be chipped and in the course of the work one plate was holed at the heel of a frame. The hammer test of the

adjoining plate not being to the satisfaction of the Technical Director he ordered both plates to be renewed.

When these plates were removed the end butt of one adjoining short plate was found wasted and was ordered also to be renewed by the Technical Director in preference to being cropped.

This plating was examined by me on the 24th August 1931 and found satisfactory.

Deck plating in way of Engineer's Quarters.

In the course of a general inspection of the Engine and Boiler Spaces, the Superintendent found the plating above the engine room store pitted in places.

On hammering these places he found small holes in the plating. He then ordered the wood sheathing on the plates, in the Engineers Alleyway above; to be lifted and the plating found rustbound. On reporting to the Technical Director he ordered the Engineers Quarters to be cleared, wood sheathing in way lifted and defective plating to be renewed.

The plating was examined and hammer tested in the Engine Room store in September 1931 and found satisfactory.

Tank Top Plating, No.2 Tank.

In No.2 hold there is a wood bulkhead the full height and width of hold, the after portion being a coal bunker.

At this time the Superintendent in the course of his inspection noticed water on the tank top and ordered the lowest board of the bulkhead in way, to be removed.

The Tank top plate was found to be locally rustbound and holed and the Superintendent had the plate cropped and part renewed.

This tank top plating was examined in September 1931 and the tank satisfactorily tested to rule requirements on the 13th of October 1932.

I am, Dear Sir,

Yours faithfully,

G. J. Smead.

The Secretary,

LONDON



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Vertical stamp: 25 FEB 1932
Vertical stamp: Delivered to the Office of the Registrar
Handwritten initials: *ea*

Referred to the Chief Clerk Secretary,

[Handwritten initials]

- 4 SEP 1933

also for Mr. Spinks to note.

[Handwritten initials]

LONDON

The Secretary,

[Handwritten signature]

LONDON

I am, Dear Sir,

on the 13th of October 1933.

The tank which was destroyed on the 13th of October 1933.

The tank for which was examined in September.

was destroyed and replaced.

The tank for which was destroyed on the 13th of October 1933.

The tank for which was destroyed on the 13th of October 1933.



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