

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4 - 8 - 1933 When handed in at Local Office 19 Port of LISBON.

No. in Reg. Book 67809 Survey held at LISBON. Date, First Survey 8 - 7 - 33 Last Survey 27 - 7 - 1933 (No. of Visits 3.)

TONNAGE: GROSS 6052, UNDER DK. 100, NET 3770. Built at Glasgow By whom A. Stephen & Sons, Ltd. When 1908. Owners Cia. Nacional de Navegação. Owners' Address (if not already recorded in Appendix to Register Book). Managers Port belonging to LISBON.

Surveyed Afloat or in Dry Dock? Both. Name of Dock No. 1 Dry Dock. Destined Voyage. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

WB=CellDBorDBa feet; uE&B feet; f feet } total capacity tons. FPT tons; APT tons; MT feet tons. N.B.—All alterations in the existing records should be underlined.

CHARACTER. (for Special Survey, Date of last Survey and of Periodical Surveys.)	Year Assigned now or as required.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		LMC 8,31
With freeboard		TS 9,31 CL.
10,32		
SS Lis. 2nd No. 3-10,32		

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE REPAIRS AND DRYDOCKING. Damage stated to have been caused on the 27th August 1932 by collision with a Tug when proceeding alongside at Capetown whilst on a voyage from Portuguese East Africa to Lisbon.

Now done:- Vessel placed in dry dock. Bottom and rudder cleaned, examined and coated. Examined hatches, coamings, decks, openings and ventilators.

Repairs.Wear & Tear:- Rudder lifted and rebushed. 2 stern plates p.s. & 1 s.s. in way of top of stern post, renewed. 1 main deck stringer plate & 2 deck plates in adjoining strake in way of Engineer's quarters starb. side amidships, renewed. 2 tank top plates after end of No.2 tank, renewed. Fiddley top plating completely renewed. A number of defective shell rivets renewed. (OVER)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	2	1						

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	No.	No.	-	-	(State if on Felt)	-
Caulking of Decks	"	No.	No.	Engine Room Skylights	Good	When put on, Month	- Year -
Coamings	"	Good	Good	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Beams & Fastenings	"	"	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	"	"	Cargo Hatchways	"	Condition, how ascertained	From deck
Breasthooks	-	Good	Good	Hatches	"	(State if wedges removed)	No.
Transoms	-	"	"	Planking of Wood Vessels	-	Sails	-
Frames	-	"	"	Caulking	ditto	Equipment letter	"z"
Reverse Frames	-	"	"	Treenails	ditto	Anchors, No. of	3 B. 1 S.
Longitudinals	-	"	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)	No.
Transverses	-	"	"	Transoms, Pointers, & Crutches	ditto	" length	Stated complete.
Floors	-	"	"	Timbers of Frame at openings	ditto	" (on board)	270 fthms 2 4/16
Keelsons	-	"	"	Ditto Ditto at other places	ditto	Hawser & Warps	Good
Stringers	-	"	"	Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	"
Inner Bottom Plating	-	Yes.	Yes.	Salting	ditto		

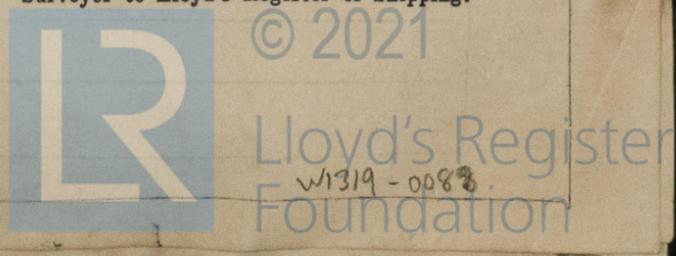
### General Observations, Opinion as to Class, Recommendation, &c. :-

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel so far as now seen is in good order and eligible in my opinion to remain as classed and to have fresh record of survey 7,33

Survey Fee (per Section 20) D.D. Esc: 440\$00. Fees applied for, 4 - 8 1933. Special Damage or Repair Fee (if any) £ Esc: 220\$00. Received by me. Travelling Expenses (if chargeable) £ Esc: 15\$00. 16-8-1933. Second Surveyor's Fee (if any) £

Committee's Minute TUE. 22 AUG 1933. Character Assigned 100A1 with flr. Certificate written. Surveyor to Lloyd's Register of Shipping. G. Dixon.



If so, is the Report sent now, or when will it be sent? 10m, 12, 22. Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

