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20th April, 1934.

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LISBON.

2370. "INHAMBANE". Deferred for completion of Machinery Survey. It is concluded that the indented plating has been examined and found efficient, but you should state whether this is so, and at the same time let me know whether the plating in way of the sidelights was examined at this time.

2373. As recommended.

"FAYAL". 2372. Classed 100 A-, with notations of S.S.No.3-4,34,

Lloyd's A&CP, @ LMC 10,33, subject to the screwshaft being renewed before the end of August, 1934; @ NE '30; T.S.9,33; date of build to be noted 1927.

It is concluded that the vessel has three water tight bulkheads as shown on the approved profile, and not four, as stated in the report. If there are four bulkheads you should state their positions.

It is also concluded that the thicknesses of the shell plating



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Received from Chief Ship Surveyor

Lisbon.

Ship No. M.S. "PRYAL" - 2 -

Rpt.

Lis

No.

2572

reported are in millimetres, as shown on the First Entry report, and as approved, and not in 40ths as shown in the drilling sheet. You should, however, make the above items quite clear to me.

I have to point out that to enable the figure "1" to be assigned, the equipment would require to be equivalent to the requirements of the Rules, i.e. three bower anchors to be supplied.

It is noted that a third bower anchor is on board, but that the marks are illegible and that no certificate is available, but I have to request that you will be good enough to discuss the matter with the Owners and let me know whether the third bower anchor referred to is of sufficient weight, and if so whether the testing of the same could be arranged; alternatively, whether the Owners would prefer to supply a third bower anchor of weight and test as per the Society's Rules.

As you are aware the weight of the new third stockless bower anchor, if supplied, would require to be 10 cwt.



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