TELEGRAPHIC ADDRESS
ENYAP-LISBON

EORGE PAYNE
& ENGINEER SURVEYOR

Reference

Acks

TELEPHONE 662

Lloyd's Register of British & Foreign Shipping

7, T. do Caes do Tojo, 1.º

Lisbon, 15th. September 1914

PRIVATE & CONFIDENTIAL

27

Sir.:

Stm.trawler "LORDELLO" ex. "LORD NUNBURNHOLME"

Reverting to my letter of 25th. August, I have to draw your attention to the following:

This trawler has been bought by Messrs Gme. Puls, of Oporto, (Empreza Portuense de Pescarias) & I have seen in the Reg. Book, that she was specially surveyed in April, 1914. She entered dry-dock last Thursday, 10th.inst. & came out to-day, where she underwent the following repairs; & though I offered my services to the Agents, I was told that they were not required as the vessel had just been seen lately in England. At the same time I went down having been informed by the repairers that the vessel was in dock & they would like me to see how the work had been done. I may add that I have issued no certificate or report of any kind & am writing this, in case Messrs Gme. Puls, the Owners, say anything later:

Six rivets have been renewed in bottom & six caulked, as well as four seams. All rudder pintles have been renewed, rudder was down on heel gudgeon, stopper pintle had liner round cone where fitted on rudder & was slack ¼" at gudgeon, the others being all at least 5/16" slack, No. 2 from top being 3/8" slack, new pintles with two nuts each & split pin have now been fitted, likewise new bushes. Tail-shaft being down was drwan inboard & the old wood had been

cut about 4" from the after end & small pieces 4" long fitted. These pieces were fully 5/16" thicker than the old wood & thus formed a step of 5/16" & repairers must have had some trouble to run out the shaft again, after this repair. Bush here has been withdrawn, all wood renewed & bored out in lathe, the play of shaft now being 1/32", said shaft being fitted with a continuous liner, the nut of which has practically no lugs, looking more like a round nut than anything & a new nut will have to be made for fitting next time the vessel docks.

This vessel's boiler requires to be re-tubed, 5 of the tubes have had to have stoppers fitted & spare stoppers have been placed on board in case same are required.

I may further add that none of these recommendations were made by me at all, but by the Engineer of the vessel who informed me that he had written to Oporto to the Owners recommending same as regards propeller shaft nut & boiler tubes. Needless to say these people have not yet paid the fees of the "Azevedo Gomes".

Extracts

New tug boat "FIGUEIRA DA FOZ"

I may also state that a Mr. Plenty has arrived to examine & superintend this vessel's engines & will advise you later of what takes place.

Extracts

I am, Sir,

Your Obedient Servant,

Jas. Payne

A. Scott Esqre.

London.

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.

SEP 21 1914

Also for Mr. S. A. Hill

no notes

29.9.14