

12th June

4

LRG/AA.

Report of survey held by LEO R. GUNNER on board
the S.S. "PUNGUE" of Lisbon, A.L. FERREIRA, Master, at
request of Messrs. Salomao, Benoliel & Azancot Ltda in
dry dock and afloat.

On examination found:-

Recommended:-

- | | | |
|--|---|--|
| 1. <u>FORECASTLE
WOOD DECK</u> | In inefficient condition,
many planks wasted and
caulking all defective. | All planking and margins to
lift and defective parts to
renew. Scale steel deck etc.,
and recoat after examination. |
| 2. <u>HAWSE PIPES</u> | Originally repaired now good | - |
| 3. <u>CABLE
STOPPERS</u> | With wood base in poor con-
dition and stoppers unworkable | Wood bases be renewed and
stoppers overhauled. |
| 4. <u>WINDLASS</u> | In poor condition, with port
end of main shaft broken off
at bearing; mooring drum and
shaft end not in evidence.
Cast iron bracket on port
side smashed in way of bearing.
Generally cable lifters and
gearing as far as seen good. | Shaft be renewed in one length
and windlass opened up for
thorough overhaul together
with all fastenings, or windlass
renewed. |
| 5. <u>BOW CHOCK
PLATE</u> | Defective | Rivets be renewed starboard
side. |
| 6. <u>RISER
PLATE</u> | bent, with beading and
rivets broken; <i>Starboard side.</i> | Pair and re-rivet. |
| 7. <u>WOOD DECK
in forward
DECK</u> | In poor condition and
caulking defective. | Lift and renew necessary planks,
scale steel structure and recoat
after examination. |
| 8. <u>No.1 HATCH
COAMING AND
COVERS ETC.</u> | Good except lower parts of
ends and along beading. | To un-rivet as necessary clear
corrosion and re-rivet, also
elsewhere as necessary, scale
and recoat. Defective covers
to repair or renew including
shifting beams. Battening bars
to make good and new wedges to
supply. Tarpaulins to renew (3
per hatch). Wood margins to lift
for examining foundation angles
of hatch coamings. |
| 9. <u>No.2 ditto</u> | - | ditto. |
| 10. <u>No.3 ditto</u> | - | ditto. |
| 11. <u>BULWARKS,
RAILS AND
STANCHIONS</u> | Generally good except bulwarks
in way of washports. Two
ports missing in way of
forward well. | Beading round openings to remove
fair plating renew beading and
renew or repair ports. |



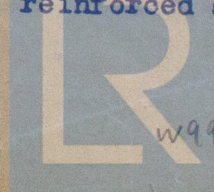
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-2-

<u>CEMENT IN WATERWAYS</u>	Good generally but cracked in places.	Repairs effected as necessary.	
<u>WATERWAYS BRIDGE DECK</u>	Rusty	To scale and thickness of plate ascertained.	
<u>ANCHOR CABLES</u>	In position - length unknown	To range for examination.	
<u>ANCHORS</u>	3 stockless Spare of Hall patent type (H 291) 1 stream and 1 kedge, both good.	Working anchors be overhauled and crown shackle of spare to make workable.	
<u>BRIDGE DECK WOOD</u>	In poor condition and caulking all defective	To lift as necessary including margins and make good.	to e- and
<u>BUNKER HATCHES</u>	Generally good except some rivets and beading.	Renew defective rivets and clear rust along beading.	
<u>No.1 WINCH</u>	Defective - no whipping shaft or drums etc.	To renew (cheaper than repairing).	
<u>No.2 WINCH</u>	Fairly good.	To overhaul.	nt so er-
<u>No.3 WINCH</u>	" "	"	
<u>ACCOMMODATION STEEL HOUSE AMID SHIPS</u>	Riveting defective generally top and several plates corroded. Coaming not examined in way of deck steam pipes.	Wood sheathing to strip for scaling, repairing or renewing defective plating and rivets; deck pipes and casings to remove for examination of coaming.	lly No ail- or
<u>ENGINE AND BOLLER CASINGS</u>	Sides generally good but top plating in poor condition.	Plating to renew as necessary specially in way of Engine room skylight. Skylight to scrape for examination etc.	ter 38 if now rang board) gth rps 20 nning Rigging. ed ads
<u>GALLEY</u>	Steel deck under galley partly corroded.	To drop and renew as necessary.	
<u>BRIDGE STEEL DECK</u>	Corroded through on starboard side in way of accommodation abreast engine room.	To renew defective plate. Stringer to drill for ascertaining thickness where necessary. Plating to drill elsewhere as may be required.	
<u>RAISED AUQU-TER DECK</u>	Wood deck poor condition and caulking all defective. Plating in way of deck piece for rudder stock very thin.	To lift as necessary including margins and make good. Renew two plates in way of deck piece.	
<u>RAISED QUAR-TER STEEL DECK</u>	Under recess under engineers accommodation corroded, generally on port side.	To renew or double.	
<u>HATCHES</u>	See item No. 10.		
<u>WINCHES</u>	" " 21.		
<u>WATERWAYS</u>	" " 13.		
<u>BULWARKS, RAILS AND STANCHIONS.</u>	" " 12.		
<u>MASTS</u>	Apparently good - mast wedges not removed - except forward mast heel which is wasted and bends under hammer.	Wedges to remove and forward mast reinforced at heel.	2020

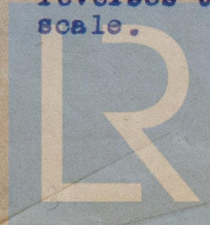


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w995-00372/5
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- 3 -

32. WIRE ROPE RIGGING. As far as seen good but in dirty condition.
Stretching screws appear good.
33. WIRE ROPE STAYS ETC. do. do.
34. LIFEBOATS One port, one starboard, abreast E.R. skylight in bad condition.
One small abreast starboard side of navigation bridge in fair condition, equipment not examined.
35. SERVICE BOAT One in poor condition but usable
36. BOAT DAVITS ETC. Fair - falls defective.
37. BOAT DECK Wood, defective generally.
38. VENTILATORS Coamings apparently good
Cowls ditto but several require repairs.
39. MOORING ROPES OR WIRES.
40. TOWLINE Not seen but stated on board.
41. STREAM LINE OR CHAIN ditto.
42. STEAM GEERING GEAR ETC. Appears good generally.
43. STEERING HAND GEAR Crosshead smashed at both ends.
44. CARGO GEAR BOOMS TOPPING LIFTS ETC. Fair to good condition.
45. FUNNEL Good, top not examined but as far as seen, efficient.
46. FOREPEAK Dry (no tank). Generally good except lower part where frames somewhat thinned and reverses distorted by rust.
- To clean, bends stripped as necessary at hounds and deadeyes.
Housings to remove and screws examined.
- To renew to international requirements. Chocks to repair and covers renew.
To overhaul and made good to meet international requirements. Chocks to repair and covers renew.
- To overhaul if kept - preferably replaced.
- To overhaul, make efficient all falls to renew and also blocks and all tackles overhauled and made efficient.
- About two thirds to renew including part in way of admidships accommodation.
- Coamings to scale internally for further examination. No covers seen and if not available to supply, fit and number, for deck ventilator coamings.
- All to renew as necessary.
- To range for examination.
- ditto.
- To overhaul, chains removed and fired, and all fairleads overhauled also rods, quadrant, fastenings, etc.
- To renew, gear overhauled and made efficient.
- All to thoroughly overall and make safe and efficient renewing falls etc. as necessary.
- Small sections to scale and reverses to unrivet to scale.

w995-0037 3/6



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w995-0042

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-4-

CHAIN LOCKER

Chains stowed - several frames somewhat corroded at edges - reverses where fitted wasted.

Chains to remove for further examination - weakened frames to reinforce - wasted reverses to renew and other parts to make good as necessary.

CHAIN LOCKER PARTITION BULKHEAD.

Patched at lower ends.

To reinforce properly.

COLLISION BULKHEAD

Generally good except lower plates which are apparently thinned.

To drill lower plates for thickness and extra stiffeners fitted if found necessary.

BOILER ROOM BULKHEAD W.T.

Not properly examined on account of wood sheathing forward side. Lower plates at wings corroded through.

To clear all wood work, scale for further examination and defective plates renewed; drill where considered necessary.

ENGINE ROOM BULKHEAD W.T.

Corroded at lower wings and along bottom thinned otherwise appears good.

To drill for ascertaining thickness and defective plates to renew.

AFTERPEAK BULKHEAD

Appears good. Ventilator to tunnel defective.

To drill as necessary to ascertain thickness. Lower part of ventilator to renew.

FORWARD HOLD

Frames, stringers, bilge knees etc. generally good, but some reverses on knees wasted, also frames immediately above cement at ceiling. Deck beams, knees, etc. good.

To scale as necessary and wasted reverses to crop at approved position and renew. Frames where defective to reinforce as may be approved.

PANTING ARRANGEMENT

Good.

HOLD STANCHIONS

Generally good but several bent.

Bent stanchions to fair and head and foot fastenings examined with special attention to structure under feet.

AFTER HOLD

Same remarks apply as for items Nos. 53 & 55.

HOLD STRINGERS

Generally good but lower one opened up in places with rust.

To unrivet as necessary clear rust and rivet.

TUNNEL

As far as seen in fair condition but 2 plates are corroded and thin.

Plating be scaled externally and internally at lower parts for further examination. Two wasted plates to remove and renew. Plating to drill as may be required.

TUNNEL STOOLS

Good but dirty etc.

To scale and clean for further examination.

TANK TOP AND MARGINS

Ceiling in position but parts of plating seen, good.

All ceiling be lifted and tank top scaled.

TANKS IN DOUBLE BOTTOM

Not seen as filled.

All to open, scale and examine.

W995-0037 4/6

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-5-

TANK DOUBLE BOTTOM UNDER BOILERS Not seen, but it is known floors are badly wasted including centre girder and tank top.

AFTER PEAK Compartment above tank good except tank top which is thin in places.

To scale on under side and repair or renew as necessary.

AFTER PEAK TANK Good but corrosion in evidence

To thoroughly scale.

RUDDER TRUNK All corroded.

To renew.

RUDDER STOCK Not seen - no plates over trunk opening.

To scale and examine when trunk is cut away. Plates to fit over lower end of trunk.

RUDDER ETC. Good.

HULL PLATING From "A" to "F" strakes, good, outside recoated. From "F" strake to sheer good with exception of plating abreast No. 1 hatch which is somewhat distorted on starboard side in second plate below sheer and 1st strake appears wasted somewhat in way of scupper drainage.

To scale internally as necessary. To scale inside and out as necessary and plates drilled as required.

STEM Good - has shoe from forefoot to 9 ft. mark, all of which is corroded on port side.

Shoe to renew as convenient.

ROLLING CHOCKS Good.

STERN FRAME Good.

KEEL BAR WITH GARBOARD STRAKES Good.

BUNKERS Main, as far as seen, good except a number of frames immediately above cement above side ceiling; some coal in both sides. Tween deck - some upper deck frames wasted above waterway and rust with dit in evidence. Stringer plates wasted generally in way of bunker hatch P & S

To clear coal, lift ceiling scale all parts as necessary for further examination.

Frames where wasted to bracket

Upper deck thin in way of forward bunker hatch and specially so in way of hold vents, six plates wasted through.

Wasted stringer plates to renew or double. All parts to scale and clean for further examination. Plating to drill for thickness and doublings fitted in way of ventilators; wasted plates to renew.

BUNKER Rusty and some rivets defective - end of beams wasted somewhat near to coamings.

To scale and parts attended to as necessary.

GENERALLY All steel work throughout vessel has here and there parts dirty and rusty.

To scale and clean all parts as necessary for examination and subsequent recoating.

PROPELLER Good - also spare - both cast iron.

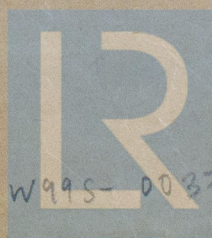
w995-0037 5/6

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-6-

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| 7. <u>PROPELLER
SHAFT</u> | Working - good - two liners
spare - as far as seen good. | Spare shaft to scrape and
clean for further examination. |
| 8. <u>TUNNEL
SHAFTING
BEARINGS</u> | Apparently good. | To clean bearings for further
examination. |
| 9. <u>THURST
BLOCK</u> | Efficient but one section
broken and repaired with
3/4" bolt. | Remove bolt and fit one
1 1/8" bolt. |
| 10. <u>CRANK SHAFT
& BEARINGS</u> | Good - bearings remetalled
in 1921 | |
| 11. <u>OTHER
BEARINGS</u> | Good - except L.P. crosshead. | Open up L.P. crosshead for
special examination and others
as necessary. |
| 12. <u>CYLINDERS,
PISTONS,
VALVES ETC.</u> | All good. | |
| 13. <u>CONDENSER</u> | Not open for examination. | Condenser doors removed etc.
for careful examination and
cleaning tubes etc. as
necessary. |
| 14. <u>MAIN
BOILER</u> | As far as seen good but dirty;
patch noted riveted to port
side of centre furnace next
combustion chamber. | Boiler be cleaned thoroughly
for further examination,
especially furnace in question
on water side. All mountings
to open up and main steam pipe
annealed. |
| 15. <u>DONKEY
BOILER</u> | Internally and externally in
good condition and suitable
for working pressure of 80
lbs. per sq. inch. | All mountings to open up |
| 16. <u>AUXILIARY
MACHINERY</u> | Not examined. | To open up for examination
and general overhaul. |
| 17. <u>HOLDING DOWN
BOLTS OF MAIN
ENGINES BED-
PLATE.</u> | Not examined. | To clean away oil and dirt
for examination. |
| 18. <u>ELECTRIC
DYNAMO
ENGINE AND
INSTALLATION
IN GENERAL</u> | Not examined but wiring etc.
defective at various parts of
the vessel. | To test out installation
generally, open out engine,
clean and stove armature
of dynamo and make all parts
efficient. |



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W995-0037

6/6

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