

STEEL STEAMER or MOTORSHIP.

AUG 23 1938

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. *Yes*State if Report is sent on the Machinery of the Vessel. *Yes*Date of completion of report *14th August 1938*Port of *Lisbon*No. *2970*Survey held at *Lisbon*Date First Survey *31st May 1938*Last Survey *10th August 1938*On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)*Single Screw "SILVA GOUVEIA"*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Full scantling*State Type of Erections R.A.B. with file.
bridge.TONNAGE under
Tonnage Deck...*695*

CLASS

*100 A.I.*State if with freeboard
as condition of Class*Yes*Built at *Hamburg*Launched *1922*

Yard No.

of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)*L 63.820*

Breadth (greatest moulded)

*B 9.700*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)*D 4.650*

1st Longitudinal Number (L x D)

= 294

2nd Numeral L x (B + D)

*= 916*Framing Depth "d" at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keelDo. Long Bridge to top
of keel

Draught Moulded

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry *Lisbon*

If surveyed while building, afloat, or in dry dock

Afloat Dry Dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

FRAMES, Spacing amidships	In SHIP.			Any Departure from Approved Plans to be Noted.
from 1/3 length to Collision bulkhead	540			✓
in peak				
in fr. peak	285			Intermediates ✓
NAME FRAMING.				
Frame Amidships, Angle [or]	140	65	8.5	✓
" " Bunkers now renewed.	145	45	10.	✓
" " Extends up to	150	40	9.5	✓
" " at ends.				✓
Reversed Frame Amidships, Angle				
" " Extends up to				✓
Depth of Framing Girder				✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]				✓
" " Second 'tween Decks, Angle, [or]				✓
" " Third " " " "				✓
Framing in Peaks, Angle or [130	65	8.	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	19	2	7d.	✓
State if Frame Joggled	no			
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep floors side stiffeners. Bunkers beams			✓
LENGTHENING OF BOTTOM FOR- WARD. State Particulars	Side girder full depth carried as far as possible. Solid floors in bunkers 15' long. Close rivet spacing.			✓
DOUBLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds				✓
Height of Brackets at side above base line at toe of frame				✓
Middle Line Keelson, on Floors, Angles, [or]				✓
" " Through Plate or Intercoastal Plate				✓
" " Foundation Plate on Floors				✓
" " Flat Plate Keel Angles				✓
Side Keelsons, No. each side				✓
" " thickness of Intercoastal Plate				✓
" " Angles				✓
DOUBLE BOTTOM.				
Solid Floors, thickness and spacing	4.5 on alt. frames			✓
" " Are Frame and Reversed Frame joggled?	yes			✓
Bracket Floors, breadth and thickness at middle line	310		4.5	✓
" " breadth and thickness at margin plate	310		4.5	✓
Bracket Floors, Frame	110	45	9	✓
" " Reversed Frame	100	45	8	✓
" " Vertical Struts	70	70	7	✓
Centre Girder, depth and thickness amidships	840		9.5-9	✓
" " top Angles	75	75	9	✓
" " bottom Angles	90	90	9	✓
Side Girders, No. each side and thickness	2	at	7.5	✓
Margin Plate depth (excl. of flange) and thickness	445		8.5	✓
" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	70	70	8.5	✓
" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	70	70	8.5	✓
" " Gussets, spacing and scantling abaft 1/4 len. from stem	every 6" frame		8 1/2"	✓
" " Gussets, spacing and scantling forward 1/4 len. from stem	every 4 1/2" frame		8 1/2"	✓
Tank Side Brackets, height above base line at toe of Frame and thickness	1250		8	✓
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	840		9	✓
Thickness of remainder in Holds	8 1/2 - 6 1/2			✓
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	yes			✓
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle [or]	140	65	9.5	✓
" " in way of Bridge, Angle, [or]				✓
Spacing	every frame			✓
Second Deck, amidships, Angle, [or]				✓
Spacing				✓
Third Deck, amidships, Angle, [or]				✓
Spacing				✓
Fourth Deck, amidships, Angle, [or]				✓
Spacing				✓
R.A. Reop Deck, Angle [or]	140	65	9.5	✓
Spacing	every frame			✓
Bridge Deck, Angle, [or]	120	45	10	✓
Spacing	every frame			✓
Forecastle Deck, Angle, [or]	130	65	8.5	✓
Spacing	every frame			✓

002109-002118-0176/12

PILLARS AND DECKS. INCHES IN SHIP. Any Departure from Approved Plans to be Noted. Stringer Plate, breadth and thickness in way of Bridge. Thickness of Plating abreast Deck openings in way of Wells. Thickness of Plating abreast Deck openings in way of Bridge. Thickness of Plating within line of openings. If Sheathed, material and thickness. Third Deck. Stringer Plate, breadth and thickness. If Plated, state thickness. Fourth Deck. Stringer Plate, breadth and thickness. If Plated, state thickness. Fore Deck. Stringer Plate, breadth and thickness. Plating, Sheathing, material and thickness. Bridge Deck. Stringer Plate, breadth and thickness. Plating, Sheathing, material and thickness. Forecastle Deck. Stringer Plate, breadth and thickness. Plating, Sheathing, material and thickness. Second Deck. Stringer Plate, breadth and thickness in Wells. SCANTLINGS. STRAKES. AS IN VESSEL. ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. SHELL PLATING. RIVETING. BUTTS. STRAPPED OR LAPPED. WATERTIGHT BULKHEADS. Total No. of W.T. BULKHEADS in Vessel. Extending to Upper Deck (Sec. 3 c). Deck next below. As per Rule. STIFFENERS. MIDSHIP BULKHEAD, Upper tween decks. COLLISION. AFTER PEAK. STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Has the Steel been tested as required by the Rules?

EQUIPMENT No. LETTER ANCHORS. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 53. Description of Anchor. Makers. Where and when tested and Superintendent. CHAIN CABLES. Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size per Table 53. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 53. HAWSERS AND WARPS. Steering Gear, Steam. Steering Gear, Hand. Steering Chains, Size and Test. Windlass. Cargo Batches, thickness, material and spacing. Thickness of Hatches. Size of No. 1 Hatchway (Forward). Number of Shifting Beams and/or Fore and Afters. If Sheathed, material and thickness. Second Deck. Stringer Plate, breadth and thickness in Wells. Builder's Signature. GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point. AS IN VESSEL. STRAKES. BOTTOM PLATING, No. of Strakes. BILGE PLATING, No. of Strakes. SIDE PLATING, No. of Strakes. UPPER DECK, Sheer-strake in Wells. UPPER DECK, Sheer-strake in Bridge. STRAKE BELOW SHEER-strake in Wells. STRAKE BELOW SHEER-strake in Bridge. POOP SIDE PLATING. FORGINGS and CASTINGS. Casting or Forging. Scantlings. Maker's Name. Any departure from approved plans to be noted. KEEL, Bar. STEM. STERN FRAME. RUDDER-A x D. Speed of Vessel. RUDDER mainpiece at head. heel. how constructed. double or single plate coupling, vertical or horizontal. COLLISION. AFTER PEAK. STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Has the Steel been tested as required by the Rules? TUE 18 OCT 1938. 100 A. L.M.C. 8.38. S.P.T. S.8.38c.L. Subject. FRI 9 DEC 1938. WED 31 MAY 1939. Lloyd's Register Foundation. 002109-002118-0176242

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Work Done: Vessel placed in dry dock bottom & side plating stem stem post & rudder cleaned, sealed all fastenings examined & resaturated. Rudder lifted & rebushed. pintles renewed & new rises fitted.

All spaces close ceiling & pipe casings removed in holds & bunkers & all steel work in all parts has been sealed, examined, found or placed in good condition & afterwards resaturated. Engine, Boiler rooms tunnel, fore-castle bases peak stores, chain locker, chain fastening, bridge space, have been examined. Plating under side lights examined.

Pipes & double bottom tanks examined internally & afterwards tested to rule requirements with satisfactory results. In sounding pipes examined & found efficient: doubling plates fitted in way of sounding pipes.

All decks casings, coamings, vmi. coamings, hatch coamings, covers supports (in places) tarpaulins, baling arrangements, windlass, steering engine, steering gear, steering chains, rods, sheaves, tiller, quadrant, W.T. door, hand pumps have all been examined & found or made efficient. Pumping arrangements, strengthening of bottom for in way of break at R.Q. Deck have been examined & are considered efficient.

Cables have been ranged & examined with anchors. 3 bow & 1 stream anchors in efficient condition. Masts & rigging have been examined from aloft (no wedges) General equipment examined. Shell, deck plating, tank top, bulkheads &c have been drilled & scantlings throughout have been verified.

The materials & workmanship generally appears satisfactory & the vessel has now been placed in a good state of repair & in my opinion she is fit to be classed - 100 A. with a record of survey 8.38 & notation S.S. No 3-8.38.

Freeboard has been assigned but markings have not yet been verified.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 63.54 ft., Bridge 56.10 ft., Fore-castle 25.42 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One steel & R.Q. Deck (steel)

Official No. 560 F.; Signal Letters CSBN. Is bottom of Vessel coated with cement ☒ if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	52.35	79	Fore peak tank,	12.18	20
Double bottom, under Engines and Boilers,	26.10	60	After peak tank,	10.44	8
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	99.22	160	Other tanks, if fitted,		
	Total capacity of double bottom	299	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

Dates of Surveys held while building

25 visits.



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Total No. of Visits