

of Surveyors \_\_\_\_\_

Received from Chief Surveyors \_\_\_\_\_

NAME "VINTE E OITO DE MAIO" Report Lis. No. 3310

**For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER SURVEYOR~~**

(In cases which have to be submitted to the Classing Committee the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report 24/5/92.)

1st No. 3 SURVEY PARTLY HELD.

1.41 When proposed to be completed \_\_\_\_\_

Survey held, &c.,

*See 11-41*

The 1st S.S. No. 3 due 1.41 was commenced when the vessel was in dry dock in November 1940.

In the following May the Lloyd's Agent Cape Verde Islands Surveyors were authorised to appoint a competent and independent Surveyor to complete the Survey.

They replied in April of this year the vessel was to leave for Lisbon for the purpose of dry docking and general overhaul and in July the Lisbon Surveyors wrote stating the vessel was under Survey.

A further communication has now been received from the Lisbon Surveyors in which they state that recommendations for repairs or renewals, of which the Owners' were advised, have been carried out with the following exceptions:-

Renewal of 3 badly pitted stem plates.  
Lifting of rudder and renewal of pintles and bushes where necessary (the clearance being excessive).  
Renewal of main deck plating in way of bunkers (p & s) & of 6 tank top plates in D.B. tank below boilers which are badly wasted and holed, also of 2 R.Q. Deck plates which are thin and wasted.  
Indented plating requires to be dealt with and the starboard anchor crown pin withdrawn for examination and possibly renewal.  
All the chain cables, with the exception of 30 fathoms, which are worn to below the Rule limit & require to be renewed.

The reason assigned for not carrying out these repairs is that the vessel is urgently required.

The Surveyors point out, however, the vessel has been 6 months in Lisbon undergoing Survey and that during this period the Owners' attention has been directed several times to the outstanding repairs which were necessary to maintain the class.

The vessel is stated to be now ready and from information received on board no more repairs are to be effected.

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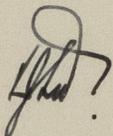
P.T.O.

"VINTE E OITO DE MAIO"

The Surveyors request instructions.

The Year of Grace expired 1.42.

As it appears that it has been decided to re-commission the vessel without carrying out essential repairs and renewals, it is submitted for consideration whether the vessel's class should not be expunged with a black line (—) indicating that on account of reported defects the vessel is not entitled to retain her class.

  
18.11.42

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