

15 JAN 1949

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th. December 1948 When handed in at Local Office 19 Port of LISBON
No. in Reg. Book. Survey held at LISBON Date, First Survey and Last Survey 12th. Aug. 19 48
(No. of Visits One)

on the ~~Wood & Iron~~ Steel S/S. "GONÇALO VELHO"
60614
TONNAGE:— Built at Port Glasgow. By whom Murdoch & Murray, Ltd. When 1913 3mo.
GROSS 1595 Owners Cia. de Navegação Carregadores Owners' Address
UNDER DK. 1330 Açoréanos. (If not already recorded in Appendix to Register Book).
NET 832 Managers Port belonging to Ponta Delgada

Surveyed Afloat or in Dry Dock? Name of Dock No. 2 DD. Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

Only alterations in the existing records of tanks should be inserted.
N. B.—All alterations in the existing records should be underlined.
Last Report, No. 4478 Port L 15

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined —
Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR

At the request of the Owners attended on board with a view to making a General Examination for the purpose of issuing an Interim Certificate to enable the vessel to sail from Lisbon to Genova in ballast, should the vessel be sold to Italian interests.

Now done:— Vessel placed in drydock, bottom and rudder, propeller, outside fastenings, decks, casings, coamings, hatches, ventilators, windlass, steering gear & general equipment generally examined.

Upon examination found the after keel shoe plate and port side shell plates G5 & H4 somewhat thin, & a number of weather deck plates were found to be wasted.

The Owners stated that the holds, bunkers & tanks would be opened out for examination as soon as arrangements for the sale of the vessel had been completed.

It is now learnt that this vessel has been bought by the Sociedad de Navegacion Tenax S.A. of

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								(p.t.o.)
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE									
Decks	Bulkheads	Engine Room Skylights	Copper, or Y. M.						
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)						
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month						
Beams & Fastenings	Rudder	Scuppers	Year						
Outside Plating	Steering gear and its connections	Cargo Hatchways	Boats						
> > in way of sidelights	Windlass	Hatches	Masts, Vards, &c.						
Frames	Have pumps been examined and found efficient?	Planking	Condition, how ascertained						
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	(State if wedges removed.)						
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Equipment letter						
Transverses	Have Ventilators and their openings been examined and found efficient?	Redhooks & Stimson	Anchors, No. of						
Floors	Have the Tanks been examined internally?	Transoms, Pointers & Crutches	Cables (State if now ranged)						
Keelsons	Have the Tanks been tested?	Timbers of Frame at openings	> length (on board) mean diamr.						
Stringers		> > at other places	> Rule length size						
Inner Bottom Plating		Stringers, Clamps & Shelves	Chain Locker						
Have the Tanks been examined internally?		Saling	Hawsers & Warps						
Have the Tanks been tested?		(State if examined.)	Standing and Running Rigging						
			Sails						

General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— to remain as classed in the Register Book without fresh record of Survey' or 'to remain as classed and to have record of survey, 1,38, or 'to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38.'

FOR THE INFORMATION OF THE COMMITTEE.

Survey Fee (per Section 29)	£	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£	19	
Travelling Expenses (if chargeable)	£	Received by me,	
Second Surveyor's Fee (if any)	£	19	

Committee's Minute
Character Assigned
No action
Special General Committee
Thursday 13th January, 1949
Classing Committee
Decision confirmed
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Please see Lisbon Letter 17-12-48 Ref.S.

Sh.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.