

COPY.

12 JAN 1948

Lloyd's Register of Shipping.

100A1

Port LISBON

8th, January 1948



This is to Certify that

J. H. Nairn

the undersigned Surveyor to this Society did at the request of Lloyd's Agents (Messrs. James Rawes) attend on board the steel single screw steamer

"CONCALO VELHO"

1595 gross tons of Ponta Delgada.

In order to ascertain the nature and extent of damage sustained due to fire in No. 3 shelter deck fore'd whilst vessel at Le Havre in loaded condition on the 13th, December 1947. On 23rd, Dec. 1947 and subsequently made examination whilst vessel alongside quay Entrepote de Santos, Lisbon with cargo discharged in way of damage area.

The cause of the fire was unable to be ascertained although it appeared to have started amongst the cargo in the forward starboard side of No. 3 shelter deck space which appears to have consisted mainly of electric lamps and radio sets. It was stated by the ships staff that when fire first netted the cargo was already loaded and hatches battened down with vessel ready to sail. No damage to the hull of the vessel is due to the extinguishing of the fire.

Note this vessel is already over-due for special survey and as owners are expecting delivery of a new vessel to replace this vessel during the month of January 1948, the survey had been agreed to be postponed till the end of Jan. 1948.

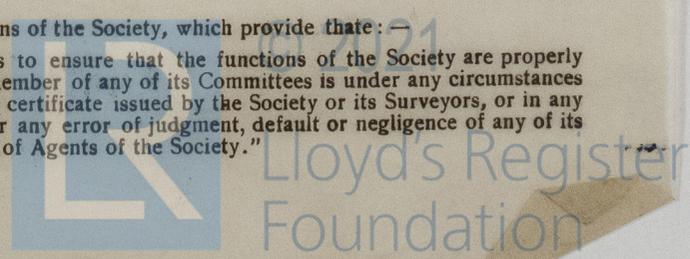
For the same reason the owners particularly requested that temporary repairs only should be made now to this fire damage to enable the vessel to make another voyage and as they are associated with the Repairers, Messrs. Argibay, that they should be allowed to do the temporary repairs. For further particulars please see log books.

Upon examination the undersigned:-

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers of Agents of the Society."

TIP. A. DE MENDONÇA, LDA.



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<u>FOUND:-</u>	<u>PERMANENT REPAIRS RECOMMENDED:-</u>	<u>TEMPORARY REPAIRS NOW DONE:-</u>	<u>COST ESCUDOS.</u>
<u>Shell Plates</u> Starbd. side shelter deck sheer for 3 frame spaces & 1st. below for one frame space slightly buckled abreast aft end of main house.	Both shell plates to be faired in place.	None.	-
Port side shelter deck sheer for 2 frame spaces & 1st. below for 2 frame spaces slightly buckled abreast aft end of main house.	Both shell plates to be faired in place.	None.	+
<u>Shelter Deck.</u> Starbd. side deck plates 6 frame spaces aft & 5 spaces for'd of No.3 for'd hatch end beam buckled in varying degree (7 plates affected) Port side deck plates 5 frame spaces for'd of No.3 for'd hatch end beam slightly buckled in varying degree (5 plates affected).	No repairs made to deck plates at this time. All of these deck plates require to be renewed on account of wear & tear apart from any fire damage. (For access for renewal of plates aft end of main house must be disturbed.	All deck leakages to be made tight & 7"x3 1/2"x3/8" bulb angle reinforcement fitted F & A. for 5 frame spaces from hatch end beam forward on port & starboard sides with angle lugs to beam in way of deck stringer plates.	4300 + 1300 (Deck Leaks)
Starbd. side hatch girder forward bracket slightly buckled.	To be faired in place & lugs to beam fitted to for'd ends of hatch girder brackets port & starboard sides.	Permanent repairs	195
All 5 B.A. deck beams for'd of No.3 hatch very slightly buckled.	To be faired in place	None	
3 scupper pipes strbd. side & 3 port side destroyed (lead pipes)	To be renewed	Permanent repairs	6300
Steel sanitary pipe line slightly damaged	To be overhauled as necessary	permanent repairs	



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Wood bulkhead port & strbd. sides of aft end of E.R. casing burned away	To be renewed.	Permanent Repair.	4120
Thwartship wood bulkhead 1 frame space forward of No.3 hatch burned away.	To be renewed.	None	
3 Wood foundation sole pieces under deck for steering engine holding down bolts burned away.	To be renewed & all holding down bolts to overhaul.	Permanent repairs	980
Wood sole pieces port & starbd. for steering chain fairlead sheaves & midships for aft pedestal bracket for steering chain drum burned.	Wood soles to be renewed & all securing arrangements to overhaul and make tight	Permanent repair.	1980
Wood cargo battens in forward end of No.3 shelter deck space burned	To be renewed	None.	
All electric wiring & fittings in No.3 shelter deck space destroyed. (This includes all leads aft & to distribution board in steering engine flat overhead. Approx. 7 cables)	Wiring & fittings to renew as required & all to be tested on completion.	Permanent repair.	18800
Paintwork in way of damaged area burned (including inboard wood bulkhead in 3rd. Engineers Room) & all new & disturbed work to repaint	To be scaled & repainted.	None	
Starbd. side lavatory W.C. bowl cracked by fire	To be renewed	Permanent repair	940



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the foregoing repairs carried out as indicated & found satisfactory. Shelter deck & shell plating in way hose-tested & tight; steering engine tested under working conditions & found in order, & electrical repairs tested and found satisfactory. Sea-worthy certificate issued for vessel to make one voyage Lisbon to Continental Ports & return.

Note. In view of the fact that the Owners are obtaining delivery of a new vessel to replace this vessel in such a short time it is considered very likely that they may decide not to carry out any further repairs themselves on the vessel. In this event it may be necessary for underwriters to negotiate a settlement with the Owners on account of this fire damage. Consequently in regard to the repairs now done with prices as indicated, together with the item of Esc. 700\$ for transport cost, the total sum paid for these repairs is Esc:-37.615\$00. Owners in the 1st. instance stated that repairs had given them an undertaking that temporary repairs would not exceed the sum of Esc:-35.000\$ but although this sum has been exceeded by Esc:-12.615\$ it is still considered fairly reasonable under existing conditions at this port.

Should it therefore become a question of negotiating a price for total cost of fire damage repairs we would ask you to note that shelter deck repairs are on account of natural decay apart from fire damage. That although all repairs now done with either require to be done again or will be disturbed by the above deck repairs they have been done now at Owners request and for his convenience. For the total cost of damage the repairs now done, together with the following are in the undersigned's opinion the approx. liability on a/c of the fire.

Fair in place 4 shell plates & 5 BA. Beams	Esc:-17500\$
Renewal of thwartship wood bulkhead	Esc:-9680\$
Renewal of cargo battens	" 3400\$
Scaling & painting damaged area & new work	" 2000\$
	<hr/>
	" 32580\$
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That is to say that the total estimated liability on account of this fire damage would be Esc:-37615\$ plus Esc:-32580\$ or Esc:-60195\$ Total.

(Signed) J.H. Nairn

Surveyor to Lloyds Register.

ee & Expenses.
Escudos:-3.500\$



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