

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th June 1939 When handed in at Local Office 10

Port of Hamburg

No. in Reg. Book.

Survey held at Hamburg

Date, First Survey 14th June 1939

Past Survey 28th June 1939

75162 on the Wood, Iron or Steel

Ld GONÇALO VELHO ex Balboa, ex Linnere

TONNAGE:-

Built at Port Glasgow

By whom Murdoch & Murray Ld

When 1913 - 3

GROSS 1595

UNDER DK. 1330

NET 832

Managers

Port belonging to Ponta Delgada

Surveyed Afloat or in Dry Dock? Both

Name of Dock Stilchens

Destined Voyage Portugal

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B. All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Years and Months since last Survey.

Machinery and Boiler Surveys (including date of N.B., in any).

+100 A/I
Halter d/c
with freeboard
8.38 5.39
SS HAM 2nd No 3-8.38+LMC 8.38
no 8.38
TS CL 11.36
BS 12.37

Last Report, No. 3090 Port Lis

(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 not required

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

copy of certificate attached

Was a damage report made by anyone else? If so, by whom?

Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition & Damage Repairs

The vessel placed in dry dock, the keel bottom & rudder cleaned, examined & found or placed in good condition.

Hatchways, ventilators, deck & general equipment examined & now in good condition.

Damage stated to have been caused by fracture of intermediate propeller shaft on 8th June 1939 near Terschelling during a voyage from Southampton to Hamburg. For further particulars see log book.

Now done. Some slack rivets in way of top plates of tunnel stools renewed. Several tunnel top plates also tunnel stiffeners removed for access to shafting.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

(see over)

Renewed

Removed and Fair or Repaired

Fair or Repaired in place

see report

PRESENT CONDITION OF THE

Deck

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

in way of sidelights

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined

and found efficient?

Air and Sounding Pipes

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks & Stems

Transoms, Pointers, & Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps & Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length

Rule length

Hawser & Warps

Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel so far as now seen is in good & efficient condition & eligible in my opinion to remain as classed with fresh record of survey 6.39.

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

Committee's Minute

Character Assigned

FRI 28 JUL 1939

R. B. Shephard

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008087-008095-0261

Minor wear & tear repairs effected

1738

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

ANCHORS.

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

CHAIN CABLES.

This Certi
"While th
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ever to be
y in the Re
mittees or