

COPY.

Lloyd's Register of Shipping.



Port LISBON,

19th August 1935.

D.139.

This is to Certify that

G.F.B. Soullard,

the undersigned Surveyor to this Society did at the request of Lloyd's Agent proceed on the 7th instant to the British S.S. "METHILHILL" 1978 tons gross of Methil, at anchor near a mudbank upriver with her cargo of esparto afire in fore and aft holds, the vessel having been towed in on the previous evening by the British S.S. "SHETLAND" of Leith.

Found the vessel wellalight fore'd and aft but at the Engine and Boiler Space the plating seemed normal and it was decided to attempt to cut holes with the oxy-acetylene burner. On returning arrangements were made and accompanied hands at 8 m/p in tug, with a boat in tow to approach vessel.

The attempt to cut a hole in the side plating was not successful due to the sea running and the movement of the boat but a cut 8" deep x 1" wide was made and the aft hold found burning furiously and all side plating red hot, on both sides of the fore and after holds.

On the 8th at noon at low tide accompanied hands to vessel which was on the mudbank and ropes were attached to the midship handrails,

Port side and a staging rigged for the cutting and a hole 24" x 9" was cut abaft the Engine Room bulkhead in the 2nd. below sheer, and another 14 1/8" x 10 1/4" was cut abaft the collision bulkhead in 3rd between sheer.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any error or inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other documents of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or of any Surveyors, or other Officers or Agents of the Society."



Job was completed at 4 p.m. The holes being about 3'0" below the
at which the vessel would commence to float, the vessel was flooded
ough to a depth of 11'0" at high tide during the night.

noon on the 9th proceeded to vessel with the Capt. Supt. of the Harbour
and got aboard amidships.

and the fore well deck and foremast completely collapsed into the hold,
plating being torn away from the forecastle bulkhead.

ships all accommodations completely burned out, all plating distorted
bridge house collapsed into saloon.

after well deck & main mast collapsed into hold. Bulwark and sheer
ke plating for'd and aft distorted and set inboard.

in cross bunker still burning as also some cargo heaped up at the after
of the after hold, both above the high water level.

the afternoon of the 9th accompanied Mr. Smith, Salvage Association
lial Officer, aboard the vessel and it was agreed the vessel is a
ructive Total Loss.

(Signed) G.T.B. Scullard.

Surveyor to Lloyd's Register of Shipping.

and Expenses: - 980\$00 Escudos.

-----	660\$00
Fees -----	300\$00
ses -----	20\$00



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Lloyd's Register
Foundation

No. in Reg. Book. 89919

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X.B. - All

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