

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12-8-35 When handed in at Local Office 19 Port of LISBON 17 AUG 5  
 No. in Reg. Book. 29919 Survey held at LISBON Date, First Survey 7-8-35 Last Survey 9-8-1935  
 on the Victory Iron Ore Carrier S.S. "METHILHILL" (No. of Visits 4)

TONNAGE— Built at Grnmouth. By whom Greenock & Grnmouth Dkyd. Co. Ltd. YEAR. MONTH.  
 GROSS 1978 Owners M. Taylor. When 1917 9mo.  
 UNDER DK. 1791 Managers  Owners' Address   
 NET 1203 Port belonging to Methil. (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Afloat Name of Dock  Destined Voyage wreck.  
 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.  
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 18807 Port Lth

Periodical Surveys, when held, must be reported in detail and gratism in the terms of the Rules. 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.

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

lease see Damage Report D.139. attached. Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Vessel arrived on the 6th instant, on fire the full length, in tow of the British S.S. "SHETLAND"  
 On the 7th and 8th proceeded aboard with hands and after rigging a staging a hole 24" x 9" was cut abaft the Engine Room Bulkhead and another 14" x 10 1/2" abaft the collision bulkhead both on Port Side. During the night the vessel filled throughout to a height of about 11'0" and the fire in holds put out.  
 On the 9th the vessel was boarded and found vessel on mud to 11' 0 draft mark, the Fore and After well decks collapsed into hold, remainder of vessel completely burnt out and all plating buckled, bulwark and sheer strake plating distorted and set inboard. Coal in bunkers still burning and some cargo at the after end of after hold alight slightly.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faired or Repaired in place								

ENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
ing of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt).
gs	Bulkheads	Engine Room Skylights	When put on, Month Year
& Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Plating	Cement or Asphalt (State which.)	Oil Bunkers.	Masts, Yards, &c.
in way of sidelights	Rudder	Souppers	Condition, how ascertained
ooks	Steering gear and its connections	Charge Hatchways	(State if wedges removed)
as	Windlass	Hatches	Sails
Frames	Have pumps now been examined and found effi-	Planking of Wood Vessels.	Equipment letter
inals	cient	Caulking	ditto
ees	Have Sluice Valves now been examined and found	Treenails	ditto
	efficient?	Breasthooks & Stemson	ditto
	Have Watertight Doors now been examined and found	Transoms Pointers, & Grutches	ditto
	efficient?	Timbers of Frame at openings	ditto
	Have Ventilators and their Coamings been examined	Ditto Ditto at other places	ditto
tom Plating	and found efficient?	Stringers, Clamps & Shells	ditto
		Salting	ditto
		(State if examined.)	

eral Observations, Opinion as to Class, Recommendation, &c.:— This vessel is now a  
 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  
 is 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  
 rvey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptnd24, &c."

structive Total Loss.

Fee (per Section 20) Esc:-660\$00  
 Damage or Repair Fee (if any) Esc:-300\$00  
 Expenses (if chargeable) Esc:- 20\$00  
 Surveyor's Fee (if any) 2

Fees applied for, 12-8-35  
 Received by me, 12-8-35

H. J. Hurland.  
 Surveyor to Lloyd's Register of Shipping.

If so, to be sent to

Committee's Minute TUE. 20 AUG 1935  
 Character Assigned See Wreck Rpt.