

Rpt. 8

Date of writing Report 27-6-60

Survey held at Montevideo

When handed in at Local Office

No. of Visits Six

First Date 22-5-1960

Last Date 1-6-1960

Port Montevideo

No. 1461

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

40193

S.S.

"CALPEAN STAR"

Tons gross

14232

Year

Month

Built at

Bel.

By Whom

Harland & Wolff Ltd.

When

1929

1

Owners

Calpe Shipping Co. Ltd.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Gibraltar

Surveyed Afloat or in Drydock

Afloat

Name of Dock

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

4017

Port

L.H.

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified

ft ins

Copy of report attached

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

EXAMINATION AND REPAIRS AS PER RULE FOR Construction of jury rudder.

See also Grytviken Report of April 5th. 1960.

The vessel entered Montevideo on May 22nd. 1960 having been towed from South Georgia by the tug "ATLANTIC".

It was ascertained that prior to leaving South Georgia the entire rudder blade had been removed and that the upper rudder stock had been welded to the deck in the steering flat by means of plate brackets.

It was stated that the tow had made slow progress as the vessel had been yawing to 180° Port and Starboard and could not be controlled by the tug. The Owner's were therefore anxious to seek some means whereby steerage might be provided and the tow speeded up. Attempted control by means of the main engines had not been successful.

A drydock was not available in South America. The Diver was requested to make a detailed examination of the rudder stock to see whether it would be possible to construct a part timber rudder.

It was reported that the two centre rudder arms were intact although bent over to the port side at their ends.

The Diver considered that a part timber rudder could be constructed and constructional details were discussed.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

No

Is Classification Certificate required? If so, to be sent to

-

If so, is the Report sent now, or when will it be sent?

-

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55 and the notation of S.S. ... 1.55".

This vessel is in fit condition to proceed on voyage to the U.K with class suspended and all arrangements for steering, manoeuvring and navigation being the responsibility of the Owner's as previously recommended.

Surveyor to Lloyd's Register of Shipping

T.O. Winter

Date of Committee

Minute

FRIDAY 22 JUL 1960

See minute on Wk rll.



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casing		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
		Wing Tanks		
Fore Peak Spaces		Other Tanks		
After " "		Cargo Tanks (Tankers)		
Engine Space				
Boiler "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held?

If so, state which

If so, Report 8(Dr) to be attached

Have the shell and deck plating been drilled as per Rule?

If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected?

NOTE:—Indicate which compartment and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings	Condition, how ascertained
Coamings and Casings	and closing appliances	(State if wedges removed)
Beams and Fastenings	Companionways and Skylights	Chain Locker
Frames	Shell Openings	EQUIPMENT
Reverse Frames	Ash Shoots	Equipment Letter
Longitudinals	Overboard Discharges and Scuppers	Anchors, No. of Condition
Transverses	Freeing ports	Cables (State if now ranged and examined)
Floors	Steering Gear (Main and Auxiliary)	" length mean diam.
Keelsons	examined and found	" (on board) Size
Stringers	Windlass examined and found	" Rule Length
Inner Bottom Plating	Pumps " " "	Haswlers and Warps
Bulkheads and Tunnel	W.T. Doors " " "	State if any Anchors or Chain Cable have
		now been supplied or retested, if so,
		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.) The emergency rudder consisted of fifteen vertical hard wood battens 8 feet long, 6 inches wide and 2 inches thick secured to the two centre arms of the rudder by substantial plate washers and bolts. The vertical timbers were then reinforced by two horizontal bolted timber straps.

The rudder stock was released, the gear was connected to the telemotor system and tested. Upon completion of the work the Diver verified the midposition and a full 35° of movement port and starboard was obtained.

The emergency rudder gave 40% of the original rudder blade area and it was expected that after clearing the estuary the vessel would be able to proceed on main engines accompanied by the tug. If this was not entirely successful it was considered that by trimming the vessel

Survey Fee ————— \$ —————
 Special Damage or Repair Fee (if any) \$ 1,200.00
 Cables charges 385.00
 Travelling Expenses (if chargeable) ————— \$ 160.00

Second Surveyor's Fee (if any) ————— \$ —————

Date when A/c. Rendered ————— 22-6-60

Rpt.

Port of

Continuation of Report No. 1461

dated

18 JUL 1960
on the

M.V. "CALPEAN STAR"

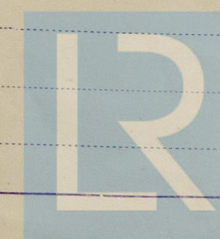
by the stern and allowing the screws to trail the tug would be able to use full power the steerage being assisted by the jury rudder.

The vessel left Montevideo on June 1st. 1960 with harbour tug assistance and the Master and the pilots reported that the vessel was answering to the helm and steering well.

Opportunity was taken to check and verify all soundings and the hull was found to be free from leakage. This examination had been previously held prior to leaving South Georgia.

In accordance with cabled instructions an interim certificate was issued stating that the vessel was in fit condition to proceed on voyage to the U.K. with class suspended and all arrangements for steering, manoeuvring and navigation being the responsibility of the Owner's as previously recommended.

Copy of Grytviken Rpt. attached.



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