

Rpt. 8

Date of writing Report 9TH SEPT. 1957.When handed in at Local Office 9TH SEPT. 1957.

Port CADIZ.

No. 2582

Received London

16 SEP 1957

Survey held at CADIZ.

No. of Visits 4

First Date 1ST SEPT. 19 57Last Date 9TH SEPT. 19 57.

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.

21146

on the ~~Iron~~ Steel M.S.

"MONTE ABRIL"

Built at

BILBAO

By Whom

CIA. EUSKALDUNA.

When

1930

Tons Gross 2955

Month 7

Owners

NAVIERA AZNAR S.A.

Owners' address

(If not already in R.B.)

Managers

OWNERS.

Port of Registry

BILBAO

Surveyed Afloat or in Drydock

BOTH

Name of Dock

MATAGORDA

Date of last exam. in Drydock

4.9.57.

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

Last Report No.

12172

Port

Bilbo

To be filled in at Head Office

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

Surveyors 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. Reports 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

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100 A1 WITH FREEBOARD

+ LMC

12,55

11,55

CL

11,55

S.S. 880.

12,55

OIL ENGINE.

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.

YES

Freeboard as marked on ship and now verified

OWNERS - NOT REQUIRED

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

LA HISPANICA

EXAMINATION AND REPAIRS AS PER RULE FOR

DAMAGE.

Damage stated to have been sustained on 21st August 1957 when vessel struck side of the canal Caño de Yeso on the River Guadalquivir near Sevilla in attempting to avoid fish vessel.

FOUND:-

Rudder twisted at top and set over approx. 27° to port. Rudder mainpiece fractured above second from bottom gudgeon.

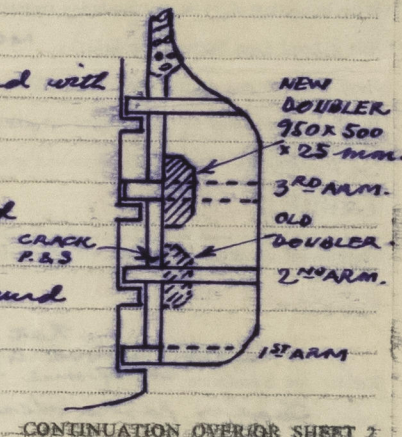
NOW DONE:-

Rudder stack removed ashore, examined and found with little wastage. Original keyway filled up with electric welding and complete stack annealed.

New keyway cut (this overlapped into part of the old keyway) and stack refitted on board.

Upper part of rudder set over to port but found efficient and no repairs carried out.

Rudder mainpiece examined and found to have been built up with electric welding practically



CONTINUATION OVERIOR 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 Fitted or Repaired								
Fitted or Repaired in place								

See Report.

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

YES.

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

NO.

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

NOW

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 ship, so far as now surveyed, is eligible in my opinion to remain as classed with record of D.S. 9.57 subject to rudder mainpiece being renewed and rudder dealt with by 3.58 (6 months limit).

J.N.B. Russell.
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 8 OCT 1957

Minute

As now, subject

3011.5.55

Noted for Header



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004107-004115-0018

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

soaking for damage

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	YES.	F.P. Tank		
Rudder lifted	NO	A.P. "		
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	YES.	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	YES.	Deep Tanks		
Holds	NO	Oil Fuel Bunkers and Settling Tanks	NO	NO
'Tween Decks	NO	Side Tanks		
Fore Peak Spaces	NO	Wing Tanks		
After " "	NO	Other Tanks		
Engine Space	YES	Cargo Tanks (Tankers)		
Boiler	NO	Cofferdams		
Under Engines and Boilers	NO	Pump Rooms		
Tunnel and Well	NO			
Coal Bunkers	NO			
Chain Locker	NO			
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? NO

Have the bilges been cleaned out and examined? NO

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary? NO

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

Has a Load Line Survey been held? NO

If so, state which

Have the shell and deck plating been drilled as per Rule? NO

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? NO

If so, report details in body of Report.

NOTE:—Indicate which compartments 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	Good.	Ceiling and Cargo Battens	Not examd.	Sluice Valves examined and found	—
" " in way of side scuttles	Not examd.	Cement or Asphalt	"	Air and Sounding Pipes	Not examd.
Rudder and Sternframe	Rudder removed to port side, Sternframe - good.	Cargo and other Hatchways	Good in parts where seen.	Doubling Plates under Sounding Pipes	Not examd.
Decks	Good in parts where seen.	Hatches and closing appliances	Good in parts where seen.	Masts and Rigging examined and found	Not examd.
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	—
Coamings and Casings	Good in parts where seen.	Companionways and Skylights	Good	Chain Locker	Not examd.
Beams and Fastenings	Not examd.	Shell Openings	Good	EQUIPMENT	
Frames	" "	Ash Shoots	—	Equipment Letter	u 2"
Reverse Frames	" "	Overboard Discharges and Scuppers	Not examd.	Anchors, No. of	38 15. Condition Good.
Longitudinals	" "	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Transverses	" "	Steering Gear (Main and Auxiliary)	Good.	" length (on board)	mean diam.
Floors	" "	examined and found	Good.	" Rule Length	495 M. Size 2"
Keelsons	" "	Windlass examined and found	Good.	Hawsers and Warps	Good
Stringers	" "	Pumps	Not examd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	" "	W.T. Doors	"	now been supplied or retested, if so,	—
Bulkheads and Tunnel	" "			complete Report 8(Eq) and attach.	—

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

See Below

REMARKS, REPAIRS, Etc. (Contd.)

throughout its length. About 50 mm. above the 2nd. rudder arm (from bottom) a fine fracture was found - on the port side the fracture was about 70 mm. long and on the starb. side about 50 mm. long. The rudder plate was doubled at the 3rd. arm and the doubler welded to the mainpiece. The welding of the existing doubler at the 2nd. arm was cleaned, examined and found to continue efficient. It is submitted that the rudder should be dismantled, the mainpiece renewed and the arms and plate dealt with within 6 months time.

NOTE:—Vessel was fully loaded and with a deck cargo of trout.

Survey Fee

DS. 706 PTAS.

SUNDAY ATTENDANCE

500 PTAS.

Special Damage or Repair Fee (if any)

1,900

Second Surveyor's Fee (if any)

Travelling Expenses (if chargeable)

432

Date when A/c. Rendered

10.9.54

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