

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *aug* 19 *46* When handed in at Local Office *aug* 19 *46*Port of *BILBAO*No. in
Reg. Book.Survey held at *BILBAO*Date, First Survey *12th July*Last Survey *10th August 1946*(No. of Visits *13*)

78933

89488 on the *Wood, Iron or Steel*

'MONTE ABRIL'

TONNAGE:—

GROSS *2955*UNDER DK. *2062*NET *1608*Built at *Bilbao*By whom *Cia Euskalduna de Constr.* When *1930*MONTH *7*Owners *haviera Agnar Soc Anon* Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to *BILBAO*Surveyed Afloat or in Dry Dock? *Both*Name of Dock *Euskalduna**Dry dock*

Destined Voyage

Cell DBor DBa

feet; *uE&B*feet; *f*

feet

Total capacity tons. *FPT*tons; *APT*tons; *MT*

feet

tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. *4192*Port *Lis*

Periodical Surveys, when held, must be reported in detail and seriatim 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 Anchor 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

yes

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

ft *11* ins.*not required*Was a damage report made by anyone else? if so, by whom? *H.W. Surveyor*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY & DAMAGE

WORK DONE: Vessel placed in drydock, the bottom, keel & rudder cleaned, examined & coated. Rudder lifted & replaced. The holds, peaks, tween decks & machinery spaces cleaned, all close & spar ceiling removed from tank top & sides of vessel in holds & required by rule, all casings of soles, scuppers, air & sound pipes removed. Steel work exposed (including plating under sidelights) & examined. All oxidation removed from the surface of the steel work, steelwork examined & with exception of parts repaired as stated below found in good condition & coated. There being no indication of warping it was not necessary to drill the shell plating. All the double bottom, deep & peak tanks tested by water & oil pressure & subsequently examined internally & floors scaled & coated where necessary. All broken cement

LIST OF DAMAGE REPAIRS:—

| | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed | 5 | - | - | - | - | - | - | P.T.O. |
| Removed and Fair'd or Repaired | 3 | - | - | - | - | - | - | |
| Fair'd or Repaired in place | - | 12 | - | - | - | - | - | |

GENERAL CONDITION OF THE

| | | | | | | | |
|--|-------------|--|-------------|-------------------------------------|-------------|--|------------------------|
| Condition of Decks | <i>Good</i> | Bulkheads | <i>Good</i> | Engine Room Skylights | <i>Good</i> | Copper, or Y.M. (State if on Felt.) | <i>✓</i> |
| Fastenings | <i>"</i> | Ceiling | <i>"</i> | Coal Bunkers, Openings, Covers, &c. | <i>"</i> | When fitted, Month | <i>✓</i> Year <i>✓</i> |
| Plating | <i>"</i> | Cement or Asphalt | <i>"</i> | Oil Bunkers | <i>"</i> | Boats | <i>Good</i> |
| in way of side plates | <i>"</i> | Rudder | <i>"</i> | Scuppers | <i>"</i> | Masts, Yards, &c. | <i>Good</i> |
| Frames | <i>"</i> | Steering gear and its connections | <i>"</i> | Cargo Hatchways | <i>"</i> | Condition, how ascertained | <i>By Examination</i> |
| Have pumps been examined and found efficient? | <i>"</i> | Windlass | <i>"</i> | Hatches | <i>"</i> | (State if wedges removed.) | <i>✓</i> |
| Have Sluice Valves been examined and found efficient? | <i>"</i> | Have pumps been examined and found efficient? | <i>yes</i> | Planking | <i>"</i> | Equipment letter | <i>✓</i> |
| Have Watertight Doors been examined and found efficient? | <i>"</i> | Have Sluice Valves been examined and found efficient? | <i>yes</i> | Caulking | <i>"</i> | Anchors, No. of | <i>3.1</i> |
| Have Ventilators and their Coamings been examined and found efficient? | <i>"</i> | Have Watertight Doors been examined and found efficient? | <i>yes</i> | Treenails | <i>"</i> | Cables (State if now ranged) | <i>yes</i> |
| Tanks been examined internally? | <i>yes</i> | Have Ventilators and their Coamings been examined and found efficient? | <i>yes</i> | Breasthooks & Stemson | <i>"</i> | length <i>4.95</i> mean diamr. <i>4.75</i> | <i>✓</i> |
| Tanks been tested? | <i>yes</i> | Have Watertight Doors been examined and found efficient? | <i>yes</i> | Transoms, Pointers & Crutches | <i>"</i> | Rule length <i>4.95</i> size <i>50.5</i> | <i>✓</i> |
| | | Have Ventilators and their Coamings been examined and found efficient? | <i>yes</i> | Timbers of Frame at openings | <i>"</i> | Chain Locker | <i>good</i> |
| | | Have Watertight Doors been examined and found efficient? | <i>yes</i> | Stringers, Clamps & Shelves | <i>"</i> | Hawsers & Warps | <i>sufficient</i> |
| | | Have Ventilators and their Coamings been examined and found efficient? | <i>yes</i> | Salting (State if examined.) | <i>"</i> | Standing and Running Rigging | <i>good</i> |
| | | Have Watertight Doors been examined and found efficient? | <i>yes</i> | | <i>"</i> | Sails | <i>✓</i> |

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38".

all the requirements for Special Survey having been complied with, this vessel is now in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of survey 8.46 & the notation S.S. Bbo 8.46

Survey Fee (per Section 29)

PTS. *5900*

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29)

*1000**6/9 1946*

Travelling Expenses (if chargeable)

14

Received by me,

FREEBOARD FEE

*525**19*

Committee's Minute

Character Assigned

*8.46**Bbo without spl. cda (h)**S. 8.46**subject (m)**S.S. Bbo - 8.46*

Surveyor to Lloyd's Register of Shipping.

WED. 13 NOV 1946

*Asnow**subject (m)**White Bbo**Foundation*

Is Certificate required? If so, to be sent to

004107-00415-0026 1/2

'MONTE ABRIL'

made good. Tank top & timbers tarred & cemented & close ceiling refitted. Decks examined, chain cables ranged & examined. Chain locker examined & cables replaced. Anchors masts, spars & rigging (Rpt attached) & general equipment examined. Hatch covers, tarpaulins, supports & fastenings examined in position at the hatchways & made good where necessary. Ventilated coamings & covers examined. The steering engine & its connections, windlass, hand pumps, W.Y. door & air & sound pipes examined. Doubling plates found under all sounding pipes. Greenboard verified.

REPAIRS WEAR & TEAR 3 deck plates P/S abreast engine room casing in alleyway renewed. Chain locker: Co bhd, 2 frames (P/S) 2 bhd stiffeners, side stringers (P/S) renewed. Tank top ceiling part renewed. A number of wood hatch covers renewed. All rigging renewed, after keel plate doubled. Shell plate 'E' stroke plate N°6 P/S doubled. Shell plates 'B' N°1 (P/S) renewed.

S.R. LIST:- The items as mentioned in S.R. LIST have been dealt with at this time as follows. Shell 'E' stroke plate N°6 P/S doubled, after keel plate doubled. These items can now be deleted from S.R. LIST.

DAMAGE 'A' Damage stated to have been caused by vessel striking quay wall at Santander on the 6th Sept. 1944.

DAMAGE REPAIRS:- SHELL, STARBOARD SIDE D' stroke N°s 2 & 3 renewed
 'G' " N° 9 removed, faired & refitted
 'F' " N° 10 renewed

Four frames in way of above faired in place

DAMAGE 'B' Damage stated to have been caused by vessel striking quay wall at Leixoe, Portugal on the 11th May, 1945.

DAMAGE REPAIRS:- SHELL, PORT SIDE D' stroke N° 3 renewed
 'F' " N° 8 removed, faired & refitted
 'F' " N° 9 renewed
 'G' " N° 9 removed, faired & refitted.

Eight frames in way of above faired in place

H. W. Owen