

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th. December, 1956 When handed in at Local Office 6th. December, 1956. Port of MONTEVIDEO.

No in Reg. Book Survey held at MONTEVIDEO. Date, First Survey 11/11/56 Last Survey 1/12/ 1956. (Nº of Visits twelve.)

64385 on the ~~Wreck Iron~~ Steel M/T "ISLAS MALVINAS"

TONNAGE:—

Built at Uddevalla.

By whom Uddevallavarvet A/B.

When 1956 - 7mo.

GROSS 9822

Argentine Government

Owners (Yacimientos Petroliferos Fiscales) Owners' Address —

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

UNDER DK. —

Managers —

Regusci & Voulminot

Port belonging to Buenos Aires.

NET 5565

Surveyed Afloat or in Dry Dock Floating drydock Name of Dock (A.F.D.No.1.) Mvo. Destined Voyage Comodoro Rivadavia

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 26770 Port B.A.

(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 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

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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING.

Attended at request of Owners' Superintendent and Agents.

NOW DONE.— Vessel placed on floating drydock. Shell plating, sternframe and rudder cleaned, examined and coated. Docked 13/11/56, undocked 1/12/56.

EXAMINED.— Holds, decks, ventilators, hatchways, supports, battening arrangements, machinery casings and spaces, steering gear, windlass, general equipment and anchors, air and sounding pipes. All parts surveyed found or placed in good condition.

REPAIRS (W. & T.).— Rudder and stock dismantled, upper pintle integral with stock badly wasted and deeply grooved where adjoining stock, lower main pintle loose and displaced, gudgeons wasted and carrier bearing excessively worn. Existing wasted top pintle cut away, rudder stock bored, new pintle made and fitted (shrunk) in stock end and secured by E.W.. Gudgeons in rudder post bored out, steel bushes lined with fibre installed. Lower main pintle renewed complete with brass liner and steel nut. Rudder reassembled and adjusted to correct height, carrier bearing reconditioned and refitted, all tested and proved satisfactory. Rudder fairwater plating renewed. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates	Frames.	R. Frames	Floors and Bracket Floors	Beams.	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed	two partly.							
Removed and Faird or Repaired		two						
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	—
Caulking of Decks	Good.	Ceiling	—	Coal Bunkers, Opening, Covers, &c.	—	(State if on Felt.)	—
Coamings	Good.	Cement or Asphalt	—	Oil Bunkers	Good.	When fitted, Month	— Year
Beams & Fastenings	Good.	Rudder	Good.	Scuppers	Good.	Boats	Good.
tside Plating	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Masts, Yards, &c.	Good.
" " in way of sidelights	—	Windlass	Good.	Hatches	Good.	Condition, how ascertained	on deck.
Frames	Good.	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed)	no wedges.
Reverse Frames	Good.	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter (e)	—
Longitudinals	Good.	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, Nº of	3B 1S.
Transverses	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes.
Floors	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	—	" length 50fms. mean diamr 2 3/4" S.R.	—
Keelsons	Good.	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	(on board)	—
Stringers	Good.			" " " at other places	—	" Rule length 300fms. size 2.9/16"	—
Inner Bottom Plating	Good.			Stringers, Clamps & Shelves	—	Chain Locker	Good.
Have the Tanks been examined internally	Yes.			Salting	—	Hawsers & Warps	Sufficient.
Have the Tanks been tested?	—			(State if examined.)	—	Standing and Running Rigging	Good.
						Sails	—

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, 138", or "to remain as classed and to have record of survey, 138, and the notations of ss Nº 138".

FOR INFORMATION OF COMMITTEE.

Survey Fee (per Section 29) Docking	\$ 134.00. U/Cy.	Fees applied for,	4/12/ 1956.
Special Damage or Repair Fee (if any) (per sec. 29)	\$ 350.00. U/Cy.	Received by me,	19
Travelling Expenses (if chargeable)	\$ 18.00. U/Cy.		
Second Surveyor's Fee (if any)	\$ —		

Committee's Minute

THURSDAY 31 JAN 1957

Character Assigned

1256 Mvo

Both SN 1156

Retain "Class suspended 12,55 - Machinery Survey incomplete"

Surveyor to Lloyd's Register of Shipping

W.F. Westall.

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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

008778-008785-0016

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Bottom shell plating flush butts and seams, approximately 500 metres cleaned out and built up with electric welding where wasted.

REPAIRS (DAMAGE).- Time and place sustained unknown.
Bottom plating and internals way No.1 Centre Tank;
Keel strake No.3 and port side A strake No.5 indented with
longitudinals.
NOW DONE.- K.3 & port A.5 cropped and part renewed; longitudinals
(2) cropped; removed, faired, refitted and E.W. No.1 centre tank
filled on completion of the repairs and bottom plating proved
satisfactory.

h. An time

Surveyor to Lloyd's Register of Shipping.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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