

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port MONTEVIDEO

14th. December, 1956.

This is to Certify that I have

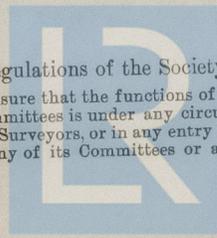
Surveyed the M/T "ISLAS MALVINAS", 9822 tons gross of Buenos Aires,
whilst lying on the Floating Docks (A.F.D.No.1.) *in this port on* 14th.

November, 1956 and subsequent dates, on account of Docking Survey
and Repairs,

and that I have transmitted to the Committee of Lloyd's Register
of Shipping, London, a Report, as on the other side, stating

that all repairs recommended by me have been completed to
my satisfaction.

W.F. Westall. *Surveyor to Lloyd's Register*



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Foundation

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Attended at request of Owners' Superintendent & Agents.
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NOW DONE. - Vessel placed on floating drydock. Shell plating, and rudder cleaned, examined and coated. Docked 1/12/56.

EXAMINED. - Holds, decks, ventilators, hatchways, supports, arrangements, machinery casings and spaces, steeping class, general equipment and anchors, air and sound. All parts surveyed found to be placed in good condition.

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

Port and starboard bilge keels buckled and rivets lost along full length; bulb plate removed, faired, refitted and riveted and welded where required.

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

In accordance with Owners' instructions the port and bow plating has been doubled with electrically welded plates from the 100-00" draft mark to underside of haunches in way of anchor travel, and arrangements made for securing the 'bitter ends' of both chain cables at the bow of the chain locker now strengthened for this purpose.

REPAIRS (DAMAGE). - Fire and place sustained unknown. Bottom plating and internals way No.1 centre tank; Restraze No.3 and port side A strake No.5 indented with longitudinal. K.3 & port A.5 cropped and part renewed, longitudinal cropped, removed, faired, refitted and welded electrically.

Special Note. - Wasted bottom shell plating flush butts and seams not dealt with on this occasion should be kept under observation. Minor indents in stem and port & starboard side shell plating now left unrepaired do not effect efficiency or integrity of the hull.

H. A. Cur.
Surveyor to Lloyd's Register of Shipping

W. F. Keastell
Surveyor to Lloyd's Register

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