

DISCLOSED
SECTION

No. 793

Rpt. 8

Date of writing Report 15th July, 1957

When handed in at Local Office 15.7.57

Received London 22 JUL 1957

Survey held at Bilbao

No. of Visits 11

First Date 15th June 1957

Last Date 3rd July 1957

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.

70684

on the Iron or Steel

S.S.

"MONTE SOLLUBE"

Tonnage 5914

Year 1925 - 4

Built at Haverton Hill

By Whom Furness Shipbuilding Co. Ltd.

Owners Naviera Aznar Soc. Anon.

Owners' address (If not already in R.B.)

Port of Registry Bilbao

Managers

Surveyed Afloat or in Drydock Dry dock

Name of Dock cia Euskalduna

Date of last exam. in Drydock 3.7.1957

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

Last Report: No. 6534

Port BCL

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.

Not required.

Freeboard as marked on ship and now required 9 ft 5/4 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING SURVEY and COMMENCEMENT OF SPECIAL SURVEY 'C' (Survey due 8.57. Ship 36 3/12 years old.)

REPAIRS: WEAR AND TEAR.

Now done:~

Bottom shell:~

Approximately 1000 worn rivets

- renewed.

Side shell plating (numbered from forward):~

Strake 'H' (ps), Nos 3 and 4 plates

- renewed.

Strake 'F' (ss), Nos 2 and 10 plates

- renewed.

Approximately 2000 rivets, worn

- renewed.

A number of worn rivets

- cap welded.

Boiler Room:~

5 - side shell frames (ps)

- cropped, part renewed.

1 - bilge bracket (ss)

- renewed.

CONTINUATION OVER ON SHEET

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

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

Is Classification Certificate required? If so, to be sent to Not required.

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".

It is submitted this ship is eligible to remain as classed, with record of docking 7.57, and to have the Notation of "S.S. (place and date)" on completion of the Special Survey, subject to defective riveting of side shell plating in 2nd and 3rd strakes below sheer (p.s.s) being dealt with by completion of the Special Survey.

Date of Committee

Minute

White Bld

Cable Bld. TS 7.57

FRIDAY 13 SEP 1957

Deferred for Comp SS must. before
but assign SS 7.57 subject Sails
MBS 7.57

Wm. H. Little & N. M. Russell
Surveyors to Lloyd's Register of Shipping

TUESDAY 17 SEP 1957

Lloyd's Register
Foundation

010502-010508-0130 1/3

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		DOCKING SURVEY and COMPLETION OF SPECIAL SURVEY 'C'	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally Now Tested
Shell plating, stern frame and rudder cleaned, examined and recoated in drydock	YES.	F.P. Tank	YES. No.
Rudder lifted	YES.	A.P. "	YES. No.
Weather Decks, Superstructures and Casings	YES.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	ALL - YES EXCEPT for dry tank under boilers and feed water tank under engines. SEE 'D.B. TANKS' ABOVE
Hatchways, Covers, closing and securing appliances	YES.		No (Flood test only for exam. of bottom shell.)
Ventilator coamings, skylights, companionways and closing appliances	YES.	Fresh Water Tanks	
Holds	ALL - YES.	Deep Tanks	NONE.
Tween Decks	ALL - YES.	Oil Fuel Bunkers and Settling Tanks	YES. No.
Fore Peak Spaces	YES.	Side Tanks	
After "	YES.	Wing Tanks	NONE
Engine Space	YES.	Other Tanks	
Boiler	YES.	Cargo Tanks (Tankers)	
Under Engines and Boilers	YES.		
Tunnel and Well	YES.	Cofferdams	NONE.
Coal Bunkers	NONE	Pump Rooms	
Chain Locker	YES.		
Other Spaces	YES.		
		Have Tanks now Examined been Cleaned as Necessary?	YES.
		Have Struts in Cargo Tanks (of Tankers) been removed?	NONE.
		Have Tanks been Retested as necessary after completion of any Repairs?	YES.

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

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? YES.

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? NONE.

Has a Load Line Survey been held? No. If so, state which

Have the shell and deck plating been drilled as per Rule? NOT DUE. 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	GOOD.	Sluice Valves examined and found	NONE
" " in way of side scuttles	GOOD.	Cement or Asphalt	GOOD.	Air and Sounding Pipes	GOOD.
Rudder and Sternframe	GOOD.	Cargo and other Hatchways	GOOD.	Doubling Plates under Sounding Pipes	GOOD.
Decks	GOOD.	Hatches and closing appliances	GOOD.	Masts and Rigging examined and found	GOOD.
Superstructures and their closing appliances	GOOD.	Ventilators, their coamings and closing appliances	GOOD.	Condition, how ascertained (State if wedges removed)	FROM DECK.
Coamings and Casings	GOOD.	Companionways and Skylights	GOOD.	Chain Locker	GOOD.
Beams and Fastenings	GOOD.	Shell Openings	NONE.	EQUIPMENT	
Frames	GOOD.	Ash Shoots	NONE.	Equipment Letter	Z
Reverse Frames	GOOD.	Overboard Discharges and Scuppers	GOOD.	Anchors, No. of	3B-15 Condition
Longitudinals	NONE.	Freeing ports	NONE.	Cables (State if now ranged and examined)	YES.
Transverses	NONE.	Steering Gear (Main and Auxiliary)	GOOD.	" length	495 m. mean diam.
Floors	GOOD.	examined and found	GOOD.	" (on board)	495 m. Size
Keelsons	GOOD.	Windlass examined and found	GOOD.	" Rule Length	495 m. Size
Stringers	GOOD.	Pumps	NOT EXAM.	Hawsers and Warps	SUFFICIENT.
Inner Bottom Plating	GOOD.	W.T. Doors	GOOD.	State if any Anchors or Chain Cable have	YES ~
Bulkheads and Tunnel	GOOD.			now been supplied or retested, if so,	Cables.
				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.) REPAIRS: WEAR AND TEAR, Now done (cont'd):~

Engine Room:-

3- side shell frames (ss)
5- bilge brackets (ss)

- cropped, part renewed.
- renewed.

Fore Peak tank:-

4- side shell frames (2p-2s)
1- bulkhead stiffener

- renewed.
- renewed.

(See continuation sheet 2.)

Survey Fee 1/2 s.s. 10590 Pts.

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

GENERAL COMMITTEE

Thursday
19th September, 1957
Classing Committee's
decision confirmed

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Lloyd's Register
Foundation

C/A 315

15.757

Rpt. 9a

Port of BILBAO.

Continuation of Report No. 12176 dated

on the

"MONTE SOLLUBE"REPAIRS: WEAR AND TEAR, Now done (cont'd):-Nº 3 Hold:-

17 - bilge brackets (ps)

-renewed.

1 - bilge bracket (ss)

-renewed.

Rudder:-

All pintles overhauled and rebushed. On completion of repairs to pintles, rudder tried under working conditions and found satisfactory.

Equipment:-

Anchors and cables ranged.

4 lengths of chain cable found worn below condemnable limits - renewed. (3ps - 1ss).

Worn lengths of cable placed on shore.

See Report B (Eq) attached.

Note:- It is submitted for the Consideration of the Committee that this Docking Survey be counted towards the Special Survey.

TO COMPLETE SPECIAL SURVEY 'C'

To Examine:- Masts and rigging, pumps and bilge suction.

To Examine internally:- Dry tank (pgs) under Boilers, Feed Water tank (pgs) under Engines.

To Test:- All Double bottom tanks, Peak tanks and midship Cross Bunkers.

Renewal Load Line Survey.

Equipment - per conditions of class and end of 8/8/59.

CONDITIONS OF CLASS.

"Bower anchor and 105 fms. of chain cable (supplied Bcl. 12.55.) to be tested or verified with test certificates as soon as possible.

Now done:-

Anchors and cables ranged, four lengths of cable renewed at this time (see 'Repairs: Wear and Tear').

The bower anchors and the remaining lengths of chain cable were specially examined and found in good condition. Evidence of previous test marks were found on all anchors and cables, but these marks were not decipherable, and it is submitted for the consideration of the Committee that this equipment be accepted without further tests!



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The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME **MONTE SOLLUBE**

REPORT

No. 12176

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

[illegible]

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable				Length and size per fath		Description	Makers of Cable	Where and when tested and Superintendent
	Length Fathoms or Metres	Diam. Inch or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied		Rule		Length Fathoms or Metres	Diam. Inch or M/ms			
					Carried or Kilogs	lbs.	Carried or Kilogs	lbs.					
560.	110	57.	92150	128800	8636		6330		-	57	M.S. Stud Link chain cable.	Cadenas y Forjados, S.A.	Durgó, 25.10.54, J.M. Ruiz

Chas. H. White

Surveyor in Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? **Yes**

3m. 2.57 T

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