

6 OCT 1952

No. 11242

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22nd Sept. 52. When handed in at Local Office 29 9 52

Port of BILBAO.

No. in Reg. Book. 69984 Survey held at Bilbao Date, First Survey 23 - 8 - 1952. Last Survey 23 - 8 - 1952. on the Wood, Iron or Steel S.S. "MONTE SOLIUBE"

TONNAGE: Built at Haverton Hill-on-Tees By whom Furness S.B.Co.Ld. When 1921 4  
GROSS 5914 Owners Naviera Aznar Soc Anon. Owners' Address -  
UNDER DK 5618 Managers - Port belonging to Bilbao  
NET 3530Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Euskalduna  
Cell D B D Ba 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. 169 Port Bmn

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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. Offered.

Not required.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 5 1/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

O.F. CONVERSION - S.R.LIST.

SPECIAL SURVEY - RENEWAL FREEBOARD SURVEY - DAMAGE -

NOW DONE FOR SPECIAL SURVEY (Due 3.51):- Vessel placed in dry dock, shell plating, stern frame and rudder cleaned, examined and re-coated. (Vessel undocked 21/8/52).

EXAMINED:-

All holds, 'tween decks, fore and after peak spaces, coal bunkers, engine and boiler spaces, under engine and boilers, ash shoots, plating in way of ash shoots and sidelights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings and covers, air and (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 ...	52	25	-	62 & 5 pt -	-	-	-	Repairs to Stern frame.
Removed and Fair'd or Repaired	72	81	-	227	-	-	-	Rudder, etc.- See Report.
Fair'd or Repaired in place ...	74	176	-	56	-	8	3	

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	By exam.
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed.)	
Reverse Frames	"	Have Shalce Valves been examined and found efficient?	-	Caulking	"	Equipment letter	" 2"
Longitudinals	None	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Anchors. No. of	3R. 1S.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now rigged)	Yes
Floors	Good	Have the Tanks been examined internally? Yes	Good	Transoms, Pointers & Crutches	"	" length 495 m. mean diam. 53 mm.	
Keelsons	"	Have the Tanks been tested? Yes	Good	Timbers of Frame at openings	"	" Rule length 495m. size 30.5mm.	
Stringers	"	Air and Sounding Pipes	Good	" " at other places	"	Chain Locker	Good
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves	"	Hawsers & Warps	Efficient
Have the Tanks been examined internally? Yes				Safting	"	Standing and Running Rigging	Good
Have the Tanks been tested? Yes				State if examined.		Galls	None

## General Observations, Opinion as to Class, Recommendation, &amp;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."

This vessel is in our opinion in good condition and eligible to remain as classed with fresh record of survey 8.52 and to have notation of ss.Bho.8.52, subject to structure in way of stern frame sole piece E.W.8.52 being specially examined next dry docking but without other condition, with Endorsement (B). Beams, etc. in bunker (ps) buckled (fire damage).

Survey Fee (per Section 29) &amp; W.T.Rprs.Pts. 15.150

Special Damage or Repair Fee (if any) 24.000

Travelling Expenses (if chargeable) 6.000

Second Surveyor's Fee (if any) 1393

Committee's Minute

Character Assigned

Fees applied for, 30.9.1952

Received by me, 19

TUES. 28 OCT 1952

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

852 Bho. subject (with endorsement)  
ss. Bho. 8.52 + LMC 8.52 without epl cdw  
5 8.52 Fitted for oil fuel 8.52 F.P. above 150°F







S.S. "MONTE SOLLUBE"

DAM. 1. REPAIRS (Continued)

(Star. side) Plates Nos. 3 and 4 renewed.  
" " 5, 6, 7, 8, 10, 11, and 12 removed, faired and refitted.  
" " 9 and 13 faired in place.

"D" Strake-

(Port Side) Plates Nos. 2, 3, 4, 5, 6, 7, 8, 9 and 10 renewed.  
" " 1 and 11 removed, faired and re-fitted.  
" " 12 faired in place.

(Stard. side) Plates Nos. 2, 3 and 5 renewed.  
" " 4, 6, 7, 8, 9 and 10 removed, faired and re-fitted.  
" " 1, 11 and 12 faired in place.

"E" Strake-

(Port side) Plate No. 7 renewed.  
" " 8 faired in place.

(Stard. side) Plate Nos. 3 and 5 renewed.  
" Nos. 4, 6, 7, 8 and 9 faired in place.

Bilge Keel-

(port side) 6 lengths renewed with shell connections  
(stard. side) 7 lengths renewed with shell connection.

No. 1 Hold-

4 tank top plates faired in place.  
5 forward bilge brackets (p. & s.) removed, faired and refitted and  
frames in way faired in place.

No. 2 Hold-

4 tank top plates faired in place.

No. 1 D.B. Tank-

(port side) Vertical keel faired in place.  
17 floors removed, faired and refitted.  
9 floors faired in place.  
Intercostals in way of damaged floors removed, faired and refitted.  
Frames faired or renewed as necessary.  
(stard. side) Forward margin plate faired in place.  
23 floors removed, faired and refitted.  
Intercostals in way of damaged floors removed, faired and refitted.  
Frames faired and/or renewed as necessary.

No. 2 D.B. Tank-

(port side) Ford. tank end renewed.  
9 floors renewed.  
4 floors removed, faired and refitted.  
5 bracket floors at margin renewed and 25 removed, faired and refitted.  
30 bracket floors at centre removed, faired and refitted.  
30 frames removed, faired and refitted.  
15 intercostals renewed and 4 removed, faired and refitted.  
Connecting angles faired and/or renewed as found necessary.  
(stard. side) Ford tank end renewed.  
6 floors renewed.

(Continued)



S.S. "MONTE SOLLUBE"DAM. 1. REPAIRS (Continued)No. 2 D.B.T. (S.S.) - 7 floors removed, faired and refitted.

4 bracket floors at margin renewed and 20 removed, faired and refitted.

25 bracket floors at centre removed, faired and refitted.

16 intercostals renewed.

23 frames removed, faired and refitted.

6 frames faired in place.

Connecting angles faired and/or renewed as found necessary.

D.B. under Boilers-

(port side)

Ford. tank end faired in place.

2 floors cropped and part renewed.

2 floors faired in place.

4 frames removed, faired and refitted.

3 frames faired in place.

2 bracket floors at margin renewed.

3 intercostals renewed.

Connecting angles faired and/or renewed as found necessary.

(stard. side)

Ford. tank end faired in place.

3 floors faired in place.

8 frames faired in place.

1 intercostal renewed and 4 faired in place.

Connecting angles faired and/or renewed as found necessary.

D.B. under Machinery-

(port side)

Ford. tank end faired in place.

After tank end renewed with frame bar.

1 floor renewed and 3 part renewed.

1 floor cropped, faired and re-fitted.

3 frames renewed, 1 removed, faired and refitted and 3 faired in place.

12 intercostals renewed and 21 removed, faired and refitted.

Connecting angles faired and/or renewed as found necessary.

(stard. side)

After tank end renewed with face bar.

7 floors renewed.

2 floors removed, faired and re-fitted.

1 floor faired in place.

7 frames renewed.

33 intercostals renewed.

Connecting angles faired and/or renewed as found necessary.

D.B. Tank No. 5-

(port side)

After tank end part renewed and remainder faired and re-fitted.

Vertical keel part faired in place.

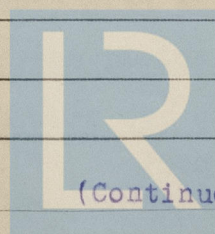
8 floors renewed.

2 floors removed, faired and re-fitted.

3 floors faired in place.

9 frames renewed.

(Continued)



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S.S. "MONTE SOLLUBE"D.B.T.No.5 (p.s) (Continued)

9 frames removed, faired and re-fitted.

2 frames faired in place.

8 bracket floors at margin renewed and

12 removed, faired and re-fitted.

6 bracket floors at centre renewed and 14 removed, faired  
and re-fitted.

12 intercostals renewed and 11 removed, faired and re-fitted.

Connecting angles faired and/or renewed as found necessary.

(stard.side)

After tank end faired in place.

3 floors removed, faired and re-fitted.

10 floors faired in place.

2 frames renewed.

23 frames faired in place.

12 bracket floors at margin removed, faired and re-fitted and  
2 faired in place.

3 intercostals renewed and 6 removed, faired and re-fitted.

Connecting angles faired and/or renewed as found necessary.

No.6 D.B.Tank-

(port side)

Vertical keel part faired in place.

After tank end faired in place.

20 floors faired in place.

3 frames removed, faired and re-fitted.

5 frames faired in place.

4 bracket floors at margin removed, faired and re-fitted.

6 bracket floors at centre removed, faired and re-fitted.

2 intercostals renewed.

Connecting angles faired as found necessary.

(stard.side)

After tank end faired in place.

20 floors faired in place.

7 frames faired in place.

4 intercostals faired in place.

Tunnel Well-

1 floor renewed.

4 floors faired in place.

2 intercostals renewed and 2 faired in place.

3 frames faired in place.

Connecting angles renewed and/or faired as found necessary.

After Peak-

1 floor removed, faired and re-fitted.

1 frame removed, faired and re-fitted.

All repairs examined on completion.

Tanks pressure tested and all found satisfactory.

Stern Frame-

(Fractured in way of sole piece).

After "A" strake plate (p. & s) removed. Stern frame re-aligned  
welding repair carried out in accordance with approved plan  
No.1050, dated 14/8/51. After "A" strake plates (p. & s)  
renewed with 20 mm. plate. Welding carried out under good

(Continued)



S.S. "MONTE SOLIURE"Stern frame (Continued)

conditions. On completion repairs examined, stern frame checked for alignment and all found satisfactory. All gudgeons re-bushed. Bottom riser renewed. It is recommended that structure in way of stern frame sole piece be specially examined next dry docking.

Rudder-

Rudder unshipped. Rudder plate released and faired. Rudder arms removed from post and faired. Post faired checked for alignment key ways welded and re-cut. Pintles all renewed. Coupling machined and coupling bolts renewed. Rudder re-assembled and re-shipped.

Rudder tried under working conditions in dry dock by hand and afloat by power and all found satisfactory.

DAMAGE 2.- Stated due to contact with Dock Wall at Isla Sain Croiz on the 27th May, 1951 -(Damage port side aft) Plates numbered from fwd.

NOW DONE:

Shell plate "J" 15 faired in place.

" " "J" 16 renewed.

" " "K" 15 & 16 removed, faired and re-fitted.

" " "K" 17 faired in place.

Upper deck stringer plate with stringer bar faired in place.

3 frames in way renewed.

6 frames in way faired in place.

All disturbed work replaced or part renewed as found necessary.

DAMAGE 3.- Stated due to contact with Quay Wall at Necoches on the 15th May, 1947. (All damage ss.) Plates numbered from fwd.

NOW DONE:-

Shell plates "F" 1,2,3,4,5,6 and 8 faired in place.

" " "F" 11 removed, faired and re-fitted.

" " "F" 12, faired in place.

" " "F" 13, removed, faired and re-fitted.

" " "G" 2,4,13 and 14 removed, faired and re-fitted.

" " "G" 3,5,6,8,15 and 16 faired in place.

" " "H" 2,3,4,7,8,12 and 13 removed, faired and re-fitted.

" " "H" 5,6 faired in place.

" " "I" 2,3,4,6,7 faired in place.

" " "I" 13 and 14 removed, faired and re-fitted.

" " "J" 12 and 13 faired in place.

Fore Peak- 5 frames faired in place.

No.1 Hold- 19 frames faired in place.

4 beam knees removed, faired and re-fitted.

Bulk. between 1/2 holds faired in place at wing.

No.2 Hold- 4 frames faired in place.

Tween Deck Bunker- 11 frames and 4 beam knees faired in place.



S.S. "MONTE SOLIURE"Tween Deck Bunker-(Continued)

2nd deck stringer plate faired in place.

Machinery Space-

5 frames together with bilge brackets faired in place.

No.3 Hold-

24 frames faired in place.

5 bilge brackets removed, faired and re-fitted and 4 faired in place.

Wing plate of after bulkhead faired in place.

No.4 Hold-

7 frames faired in place.

All disturbed work replaced or part renewed as found necessary.

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DAMAGE 4.- Stated due to contact with Quay Wall at Iquique on the 12th June, 1950.  
(All damage port side - Plates numbered from forward).

NOW DONE:-

Shell plates "F" 2 removed, faired and re-fitted.

" " "F" 3 faired in place.

" " "G" 2 and 3 removed, faired and re-fitted.

" " "G" 4,5 and 6 faired in place.

" " "H" 2 and 3 faired in place.

" " "H" 5 removed, faired and re-fitted.

" " "I" 11 removed, faired and re-fitted.

" " "I" 12 faired in place.

" " "J" 9,10,13 and 14 faired in place.

" " "K" 13 and 14 faired in place.

Fore Peak- 3 frames faired in place.No.1 Hold- 15 frames faired in place.

Bulkhead wing plate between 1 and 2 holds faired in place.

No.2 Hold- 3 frames faired in place.No.3 Hold- 6 frames faired in place.

All disturbed work replaced or part renewed as found necessary.

===== " =====

DAMAGE 5.- Stated due to grounding on voyage Rosario to Buenos Aires on the 10th November, 1949.

Damage in way of bottom forward.

NOW DONE:-

No.1 keel plate renewed.

Shell plate "A"1, port side, renewed.

" " "A"1, starboard side, removed, faired and re-fitted.

Fore Peak- 3 floors renewed.

1 floor faired in place.

3 frames removed, faired and re-fitted and 1 faired in place.

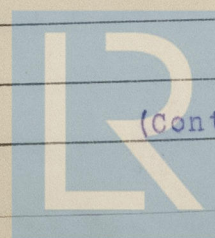
Bottom plate fore peak bulkhead renewed with boundary bar.

All disturbed work replaced or part renewed as found necessary.

Tanks in way of repairs pressure tested on completion of repairs and found satisfactory.

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(Continued)



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S.S. "MONTE SOLIUBE"

DAMAGE 6.- Stated due to contact with Quay Wall at Rosario on the 8th November, 1949.

Damage Port side. (Plates numbered from forward).

NOW DONE:-

Shell plates "E" 4, faired in place.

" " "E" 5 and 6 renewed.

" " "F" 6, 7 and 8 faired in place.

No.2 Hold- Tank margin plate faired in place.

Tank margin angle cropped, faired and re-fitted - Crops E.W.

14 frames faired in place.

6 bilge brackets removed, faired and re-fitted and 7 faired in place.

Bunker Space- 5 frames and 5 bilge brackets faired in place.

All disturbed work replaced or part renewed as found necessary.

OIL FUEL CONVERSION.

Vessel converted to oil fuel burning at this time.

Oil fuel deep tanks constructed aft of machinery space, between frames 68 - 79.

Bulkhead No.68 (forward end No.3 hold) fitted with lining and oil gutterway fitted. Cargo battens fitted in original cross bunker.

No.2 D.B. tank converted for carriage of oil fuel, all openings in centre line closed and tank top seams welded.

Sounding pipes, air pipes, suction pipes, etc. fitted in accordance with approved plans and rule requirements and Circular No.1866.

All alterations carried out in accordance with or equivalent to approved plans and Secretary's letters.

Plan No.1085 "Oil fuel deep tanks" approved 8/11/51 is returned herewith.

On completion of alterations Deep tanks and D.B. Tank pressure tested and found satisfactory.

It is recommended a notation of "Fitted for oil fuel 8.52 F.P. above 1509 F.P."

Amend R.B. from Coll BH to Sh dk. 5 BH to U dk.

to Coll BH to Sh dk. 6 BH to U dk. ✓

S.R.L. ITEMS:-

Dry docking - grounding.- Now dealt with under damages as above. It is recommended that this item be deleted from the S.R.L.

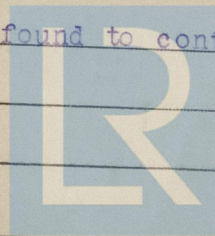
Permanently close holes in deck plating in way of engineers accommodation:-

Holes permanently closed by welded plates, it is recommended that this item be deleted from the S.R.L.

ENDORSEMENTS (B):-

Indents in shell plating in way of No.3 hold s.s.:- Now dealt with under damage repairs as above - it is recommended that this item be deleted from the list of Endorsements.

Beams etc. in bunker (ps.) buckled (fire damage):- Examined found to continue efficient and not dealt with.



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