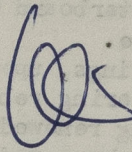


Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

29 JUL 1963

Ship's Name ~~SS-155~~ M. Tanker "SAN ANTONIO" Gross tons 11163
Is there a rpt. 9? Yes Port Buenos Aires Rpt. No. 35257
No. of visits 21 First date 24-10-63 Last date 12-6-63
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? None Last rpt. (H.Q. only) 845 119.
Date of completing rpt. 10-7-63 Surveyed at, if different from Port above Bahia Blanca
Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 27-5-63
Has a Load Line Survey been held? Issued by Argentine Authorities Freeboard Marks verified Yes
State which additional Rpt. 8 is attached: (Cont); (PS); (DR); ~~///~~; ~~///~~e
Survey fees 143.000 Damage fee  Expenses 7.815
S.A. fee -

I have surveyed the above ship in accordance with the Rules for Periodical Special Survey "D" for Reclassification (Tanker 17 1/2 years old)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

General Remarks.

The examination and subsequent drillings of shell, decks & representative places internally, & its cargo since the last S.S. being black oil, confirmed that the condition of this ship was good, excepting in way of the bottom shell plating where local corrosion of some parts of plates were deep, these however were dealt with, as mentioned further in the report.

Shell plating & strength deck, and at representative places throughout, drilled and gauged.

As far as can be ascertained & by examination no structural alteration has been carried out whilst the ship was out of class (class withdrawn overdue Surveys 9/60) From this examination the ship whilst out of class has been generally well maintained throughout.

Now done for Wear & Tear Repairs (Shellplating & Frames numbered from aft.) on account of deep internal pitting the following shell plate were dealt with.

P.T.O.

I recommend that this ship remain as classed with ~~without~~ fresh record of dry docking D.S. 5/63 and to have the Notation S.S. 6/63 (DR) subject to 240 fathoms of chain cable being renewed at the first opportunity

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee TUESDAY - 3 SEP 1963

Minute

Deferred for comp.

re-classification Survey

Surveyor to Lloyd's Register of Shipping

Holmes-Brown (Acting Surveyor to Lloyd's Register of Shipping)

ALSO FOR

SPL FOR

TRO

SPL

POSTING

HEADER

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PORT SIDE.

"A" Stbd. Shell plate between frame No. 74 1/2 to 86 1/2 renewed.
"B" " " " " " " 81 1/2 to 93 1/2 "
"C" " " " " " " 76 1/2 to 88 1/2 "
"D" " " " " " " 120 1/2 to 128 1/2 "
"E" " " " " " " 135 1/2 to 144 1/2 "

Keel plating between frame No. 119 1/2 to 144 1/2 renewed.
" " " " " " 152 1/2 to 154 1/2 "

Keel plate defective rivets, scattered 294 renewed.

Shell plating rivets, scattered 790 renewed

Badly corroded tank top plating in way of Engineer room lub. oil D.B. tank
etc. 30 square meters renewed, and defective tank top rivets in way
Engine room 840 renewed.

After peak tank

Shell frame top brackets 15 renewed.

Bilge keel port and starboard where twisted cropped and part renewed
and or faired in place.

Rudder king post bearings, upper and lower rewooded.

Rudder port guide bearing rebushed

Rudder carrier bearing renewed

Port and starboard anchors and joining shackle pins renewed

New rope guard fitted

Starboard hawse pipe top flange renewed

Anchor & cables

Port, starboard & spare examined & verified with certificates & found
to be original anchors

Total weight of anchor 274 cwt. (Rule 270.75 cwt.)

Cables

240 fathoms were found to be worn to below Rule Requirements and
these were recommended for renewal.

For Register Book (all aids to navigation remain as previously)

Radar installation fitted, RCA. CR

Direction finder, Echo sounding device, & wireless.

As a result of this survey, together with all recommendations being
carried out, it is submitted for the favourable consideration of the
Committee that the ship be re-instated in her former class.

Note

Regarding the renewal of the worn chain cables Owners state, will
renew all cables within a period of 6 months.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. 8 (P.S.) TANKER

RECLASSIFICATION

Ship's Name ~~SS M. Tanker~~ "SAN ANTONIO"

S.S. ("D") Due

Port BUENOS AIRES

Rpt. No. 35257

Examined & condition			Examined & condition		
In dry dock from	28/11/62	27-4-63 20-5-63	* Hatchways	Good	
" " " to	12/1/63	11-5-63 27-5-63	* Ventilators	Good	
Shell plating	Good		* Air & sounding pipes	Good	
Sternframe	Good		Doublers under sounding pipes	Good	
Rudder	Good		Steering arrangements (main)	Good	
Was rudder lifted?	Yes		" " (aux)	Good	
Plating, etc. in way of shell openings	-		Windlass	Good	
Side scuttles & deadlights	Good		Masts & rigging	Good	
Overbd. scuppers & discharges	Good		Hand pumps & suction	Good	
Fore Hold	Good		W.T. doors	Good	
F.P. spaces	Good		Open Rails	Good	
Chain locker	Good		Bulwarks, freeing ports, etc.	Good	
A.P. spaces	Good		Summer freeboard as verified	Yes as per Argentine Loadline Cert.	
Engine space	Good		EQUIPMENT:		
Boiler space	Good		Equipment letter	g+ ✓	
Under E. & B.	Good		Anchors: No. on board	3B 1S ✓	
Cable locker			State if ranged	Yes	
Tank & well	Good		Length on board	330 Fms. ✓	18" 2 1/2"
Cement, asphalt, etc., on btm. shell	-		Mean dias. range from	240 Fms. 2 3/8" ✓	90 Fms - 2 15/32" ✓
Weather decks	Good		Rule length	330 ✓	Dia. 2 11/16" 32"
* Casings	Good		Mooring ropes	Good	
* Deckhouses	Good		Other items:	-	
* Superstructures	Good				
* Skylights	Good				
* Companionways	Good				

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
Good		F.P. Tank	Good	
Good		A.P. Tank	Good	
Good		Deep Tank No. 1 Fwd.	Good	
		" " No. 2		

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS"

E.H. Holmes-Brown (Acting Surveyor to Lloyd's Register of Shipping)

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EXAMINED & CONDITION			TANKS	TESTED & CONDITION		
Port WING	Back Centre	Starboard WING		Port WING	Back Centre	Starboard WING
Good	Good	Good	No. 1 Cargo tank	Good	Good	Good
Good	Good	Good	" 2 " "	Good	Good	Good
Good	Good	Good	" 3 " "	Good	Good	Good
Good	Good	Good	" 4 " "	Good	Good	Good
Good	Good	Good	" 5 " "	Good	Good	Good
	Good		" 6 " "		Good	
	Good		" 7 " "		Good	
	Good		" 8 " "		Good	
	Good		" 9 " "		Good	
	Good		" 10 " "		Good	
			" 11 " "			
			" 12 " "			
	Good		Pump room forward		Good	
	Good		" " amidships		Good	
			" " xx			
	Good		Cofferdams Fwd.		Good	
	Good		Aft.		Good	
	Good		Structure around cargo suction pipe strums			
Good	Good	Good	O.F. bunkers	Good	Good	Good
	All Good		Settling tanks	All	Good	
	All Good		D.B. tanks	All	Good	
	Good		D.B. LUB.OIL		Good	
	Good		TW.DK.Fw.TANKS		Good	
	Good		D.B. cofferdams		Good	
			Other items			



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Rpt. 8 (Dr.)

Ship's Name ~~SS~~MS M. Tanker "SAN ANTONIO"

Date of gauging **DEC. 62 - FEB. 63**

Port BUENOS AIRES

Rpt. No. 35257

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

SHELL PLATING—exact frame stations of gaugings to be estated

[illegible]

STRENGTH DECK—exact frame stations of gaugings to be stated

Stringer Plate	22. 24	21. 23	22. 18	136/7 1 6	22. 24	22. 21.5 22 23.5	71/2 2 .5	DECK PLTG. RIVETED. 2 LONG-BARS. PUMP RM. AIDS.
1st strake inboard	17	17	17.5	- -	17	15.5 16.5	1.5 .5	17%
2nd " "	17	17.8	17	- -	17	17 16.7	- .3	
3rd " "	17	18	17.1	- -	17	16.5 16.8	.3 .2	
4th " " CENTRE	✓ 17	18		- -	✓ 17	17	-	
5th " "								
6th " "	211. ✓	206.4 ✓		2% ✓	211. ✓	205 ✓	2.6% ✓	

C. Y. Cline, Surveyor to Lloyd's Register of Shipping

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