

Rpt. 8

Port BILBAO

No. 13068

Date of writing Report 31st March 1961

When handed in at Local Office

Received London

Survey held at Bilbao

No. of Visits 23

First Date 30-1 1961

Last Date 8.3. 19 61

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.

84905

on the ~~Iron~~ or Steel ~~M.S.~~

S.S.

"VASCO"

Tons gross 1193

Year Month

When 1926 6

Built at P.G.I.

By Whom R. Duncan & Co. Ltd.

Owners José Guezuraga Urizar

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

Managers

Port of Registry Cadiz

Surveyed Afloat or in Drydock Both

Name of Dock S.E.C. Naval

Date of last examn. in Drydock 2-2-61

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

Last Report: No. 12745

Port BBO

To be filled in at Head Office.

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.

Bbo-17-2-61
Secy. 28-2-61

Give dates and references to any letters relating to this Report.

| SHIP'S CLASS | | Machinery |
|---|------|--------------|
| Date of Special and of Drydocking Surveys, etc. | | |
| +100A1 | 1.60 | + IMC |
| SS | 1.57 | ESS 1.57 |
| | | MBS 12.59 |
| | | TS(CL) 12.59 |
| | | SPS 1.57 |

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

Yes

Freeboard as marked on ship and now verified

ft

Owners Superintendent, Not required

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

No

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE, COMMENCEMENT OF SPECIAL SURVEY & ALTERATIONS

(Ship 34⁹/12 years old)

Damage (1) - Stated to have been sustained by striking quay at Bilbao, on 5th September, 1960. Situated in way of Nos. 1, 2, and 4 holds and No 4 D.B. tank on starbd. side.

Damage (2) - Stated to have been sustained on voyage from Bilbao to Gijón on 8th November 1960. Situated in way of No 1, 2, 3, and 4 holds and No. 2 D.B. Tank on port side.

Damage Repairs Now Done (Shell plates numbered from forward)

Damage (1)

Shell: Renewed Stabd. G3, 5, 10 (3)

Faired in place Starbd. B7, 8, F3 (3)

On completion, No 4 double bottom tank tested and repairs clear of tank hose tested

Damage (2)

Shell: Renewed: Port G2 (part) 3, 4, 9, 10; H9 (6)

Faired in place: Port B4 (1)

On completion, No 2 double bottom tank tested and repairs clear of tank hose tested.

Commencement of Special Survey

Ship examined in dry dock, Particulars as in Tables 1 & 2 CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed | 9 | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | 4 | | | | | | | |

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

Is Classification Certificate required? If so, to be sent to

No

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued?

Yes-copy attached

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".

This ship in our opinion is eligible to remain as at present classed in the Register Book with fresh record of D.S. 2.61 and notation of S.S. 3.61 on completion, subject to corroded shell frames (p&s) and shell plates G8 and H8 (p.s. from forwd.) and G4, 9, H8, 9 and 10 (s.s. forwd.) being dealt with as necessary by completion of special survey and to 4 lengths of chain cable being renewed at the earliest opportunity.

Sw. Gresham
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 15 JUN 1961

Minute

Deferred for comp SS
but assign SS 2.61, subject
ES 2.61

CERTIFICATE WRITTEN

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

TS 2.61, MBS 2.61, SPS 2.61.



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Lloyd's Register Foundation

012089-012095-0169 1/3

13/4
1-3/4



SECRETARY

H. Nass

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DAMAGE, COMMENCEMENT OF SPECIAL SURVEY

| Items | Now Examined | | Tanks | Now Examined Internally | Now Tested |
|--|--------------|------------|--|-------------------------|------------|
| | YES | NO or NONE | | | |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes | | F.P. Tank | Yes | Yes |
| Rudder lifted | Yes | | A.P. " | Yes | Yes |
| Weather Decks, Superstructures and Casings | Yes | | D.B. Tanks (Indicate Oil Fuel and Cofferdams) | Yes(all) | Yes (all) |
| Hatchways, Covers, closing and securing appliances | Yes | | | | |
| Ventilator coamings, skylights, companionways and closing appliances | Yes | | | | |
| Holds (All) | Yes | | Fresh Water Tanks | Yes (ER D.B.Tk) | Yes |
| | | | Deep Tanks | None | |
| 'Tween Decks | Yes | | Oil Fuel Bunkers and Settling Tanks | None | |
| Fore Peak Spaces | Yes | | Side Tanks | None | |
| After " " | Yes | | Wing Tanks | None | |
| Engine Space | Yes | | Other Tanks | None | |
| Boiler " " | Yes | | | | |
| Under Engines and Boilers | Yes | | Cargo Tanks (Tankers) | --- | |
| Tunnel and Well | Yes | | | | |
| Coal Bunkers | Yes | | Cofferdams | --- | |
| Chain Locker | Yes | | | | |
| Other Spaces | Yes | | Pump Rooms | --- | |
| | | | 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? **Yes**
 Have the bilges been cleaned out and examined? **Yes** Has cement in bottom been 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 required** If so, Report 8(Dr) to be attached **---**
 Have any alterations to the approved scantlings and arrangements now been effected? **---** 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 | Efficient | 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) | By exam. (None) |
| Coamings and Casings | Good | Companionways and Skylights | Good | Chain Locker | Good |
| Beams and Fastenings | Good | Shell Openings | Good | EQUIPMENT | |
| Frames | Efficient | Ash Shoots | None | Equipment Letter | (n) ✓ |
| Reverse Frames | Good | Overboard Discharges and Scuppers | Good | Anchors, No. of 3B 1S | Condition Good |
| Longitudinals | None | Freeing ports | Good | Cables (State if now ranged and examined) | |
| Transverses | Good | Steering Gear (Main and Auxiliary) | Good | " length 385 mean diam. 34mm. (See Rpt) | |
| Floors | Good | examined and found | Good | " Rule Length 385 Size 38mm. | |
| Keelsons | Good | Windlass examined and found | Good | Hawsers and Warps | 210ft Sufficient |
| Stringers | Good | Pumps " " " | Good | State if any Anchors or Chain Cable have now been supplied or retested, if so. | No |
| Inner Bottom Plating | Good | W.T. Doors " " " | Good | complete Report 8(Eq) and attach. | |
| Bulkheads and Tunnel | Good | | | | |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) None (B) None

REMARKS, REPAIRS, Etc. (Contd.) **Repairs (Wear and Tear) now done:—** (Shell plates numbered from forward)
Shell: Port side Renewed: F 13, 14; G 5, 6, 7, H 5, 10, & 3, stern counter plates in H strake
Starbd. Side Renewed: F 14, G 7, 8, and 4 stern counter plates "H" strake. Part renewed H 6
No 1 Hold:— Frames: 9 port and 4 starboard faired in place.
 Beams: 4 beams, 4 carlings on port side, 1 carling on Starbd. side renewed.
 Shell stringers: 2-(p&s) faired in place, and brackets and face angles renewed.
 Deep Bkts(Under Mast) : Face angles renewed
 Air Pipes: To No 1 D.B. (p&s) renewed
No 2 Hold:— Frames: 1 on starbd. side renewed, 2 port and 3 starbd. faired in place.
 Beams: 2 carlings port and 4 starbd. renewed.

Survey Fee 85% of Sp. Sur. 21,420 pts. Alterations 3,600 pts
 Special Damage or Repair Fee (if any) 4,450 pts. Sp. Attendance 400 pts
 Travelling Expenses (if chargeable) CA 500 Date when Alc. Rendered 29.4.61

Rpt. Cont. Sheet first

Port of B I L B A O

Continuation of Ship/Mchy. Report No. 13068 dated 31st March, 1961

on the S.S./M.S. "VASCO"

Bilge Bkts:— 2 renewed on port side.
Bulkhead (Fr. 60):— Wing plating cropped and part renewed (p&s)
Deep Bkt(Under mast):— Face angles renewed.
Air pipes:— To No 2 D.B. Tank renewed (p&s)
No 3 Hold
Frames:— 11 faired in place and 1 renewed, starbd side
 9 faired in place on port side.
Bilge Bkts:— 9 starbd. and 5 port, renewed.
'Tween Dk. Bkts:— 5 Part renewed at overhang of 2nd. Deck.
Tunnel Plating:— 1 Top plate, under pillar renewed.
 2 Top plates and 1 plate on fore side of Thrust recess, renewed.
Bulkhead (Fr. 37):— Bottom plate at port side doubled.
Coal Bunkers
Frames:— Reverse bar fitted to frame on starbd. side
2nd. Dk Beams:— 3 Carlings and brackets, of port side, renewed.
2nd. Dk Frame Bkts:— 3 on starbd. side renewed
R.Q.Dk. Beams:— 4 Port and 4 starbd. part renewed.
Machy. Space:— No 4 D.B. Tank Top plate at entrance to tunnel, doubled.
Focsl. Dk:— Reverse bar fitted to beam 107
Hatches:— Double angles at bottom edge of 6 Hatch beams - renewed
 8 Tarpaulins renewed
 12 Wooden hatch covers renewed
 8 Hatch Locking Bars renewed
 Upper copes renewed at Nos. 1, 2, and 3 hatch coamings
Rigging:— Fore stay to mizzen mast renewed
 2 Barrel Screws renewed
Steering Gear:— Opened out and examined. Chains annealed,
 3 steering rods and 1 sheave pin renewed.
 Steering gear tested on completion and found satisfactory
Bulwark rail:— Cropped and part renewed on port side, forward of break of RQDK.
ALTERATIONS
Aft Peak:— The store space above the aft peak is now included in the aft peak
 as shown in plan of Alteration to Aft Peak, attached to this Report.
 2-plates above aft peak (on R Q D K) renewed (10mm. thick)
 2-Doubling plates fitted where mooring bollards have been removed.
 2-Upper plates on aft peak bulkhead renewed.
 11-Stiffeners between aft peak flat and R Q D, on aft peak bulkhead
 replaced by 100 x 70 x 10 m/m 1A, spaced 650 mm. apart.
 10-Cont frames in way of stern renewed.
 Capacity:— 91,0 Tons (G.T.F. per Ton)

The Following Recommendations were made:—

The frames numbered below are corroded but remain efficient meantime, and it is recommended that they should be dealt with before completion of Special Survey.

on the S.S./M.S. "VASCO"

+ Freeboard marks

(Numbered from aft)

Port Side:- 11, 12, 20, 29, 32, 33, 34, 35, 36, 45, 46, 47, 49, 51, 57, 82, 83, 95, 96, 97, 98, 99, 100
101, and 102

Starbd. Side:- 10, 20, 24, 27, 28, 31, 33, 34, 35, 36, 56, 58, 59, 61, 62, 79, 81, 82, 83, 84, 94, 95, 96
97, 98, 99, 100, 101, 102, 103, and 104.

The owners requested that the renewal of the above frames may be deferred until next dry docking (within one year) and permission has been granted by the Committee to this effect (see letter dated 28-2-61)

It is now submitted that this item should be made a subject of class.

The following shell plates upon examination were found to be grooved but considered to remain efficient meantime, and it is recommended that they should be made a condition of class, to be dealt with by completion of Special Survey.

Port side:- G.8 and H 8 from forward

Starbd. side:- G 4, 9, H8, 9, and 10 from forward

The Owners request to defer renewal of the above plates until renewal of frames, as previously mentioned, is a reasonable one which in my opinion merits the favourable consideration of the Committee.

Note It was also pointed out to the Owners that when the afore-mentioned frames are renewed, in view of the age of the ship some renewal of shell plating in way could be involved.

Equipment 4 - 15 Fath lengths of chain cable were found to be, in places, just on renewal size and their renewal was therefore recommended; but in view of the stated necessary long delay in obtaining replacement cable, and in view of the fact that the cable was in otherwise good condition, the Owners' request that they be allowed to renew these four lengths at the earliest opportunity merits, in my opinion, the favourable consideration of the Committee. Apart from these four lengths the least mean diameter was found to be 35 mm.

Minor repairs were also effected throughout.

To complete the Special Survey

Shell plating and framing in holds to be dealt with as recommended above.

Freeboard marks + 60 frames to renew.

Conditions of Class:-None

G.S.M.

