

Rpt. 8

Port **Bilbao**No. **13108**Date of writing Report **20-6-61**

When handed in at Local Office

Received London

Survey held at **Santander**No. of Visits **2**First Date **6-6** 19 **61**Last Date **8-6** 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.

52391

S.S. (Is)

on the **Iron** or Steel **M.S.****"ARTAGAN"**Tons gross **3153**Year **1922** Month **3**Built at **Bly**By Whom **Blyth S.B. & D.D. Co. Ltd.**When **1922**

Owners

Cia Naviera VascoagadaOwners' address
(If not already in R.B.)

Port of Registry

Managers

Surveyed Afloat or in Drydock **Both**Name of Dock **Santander**Date of last examn. in Drydock **6-6-61**

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

Last Report: No. **12974**
To be filled in at Head Office.Port **Bly**

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.

Owners' Superintendent- Not required

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

Unknown

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100 A 3.60

SS 6.57

+ LMC

ESS 6.57

MBS 9.60

TS (CL) 5.57

SBS 6.57

OT 6.57

Freeboard as marked on ship and now verified. ft. ins

EXAMINATION AND REPAIRS AS PER RULE FOR **Damage and General Examination For Postponement of Special Survey**

Damage 1) Stated to have been caused through grounding in port of Aviles on 11th March 1960. situated in way of No 4DB tank and starboard shell plating.

Damage 2) Stated to have been caused through grounding during voyage from El Ferrol to Pasa- jes on the 30th May 1961.

Situated in way of port shell plating.

Damage Repairs Now Done:- (Shell plates numbered from forward except where otherwise stated) (3)

Damage 1) Renewed - D 17, G 16, H 5.

(Port side) - Removed faired and refitted - 2 Bulwark plates
Shell was satisfactorily hose tested on completion of repairs. (1)

Damage 2): Renewed - E 6

(Starboard Side) Shell was satisfactorily hose tested on completion of repairs.

Shell plates C 6 and D 7 (Numbered from aft) and structure in way were found to be set up, but remain efficient.

The Owners request to defer repairs until next drydocking in my opinion merits the favourable consideration of the Committee.

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	4							2 Bulwark Plates.
Removed and Faired or Repaired	2							
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?
If so, is the Report sent now, or when will it be sent?

Yes

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

No

Combined herewith

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 my opinion is eligible to remain as at present classed in the Register Book with fresh record of D.S. 6.61 subject to shell plates C 6 and D 7 (S.S.A.) and F 7 (p.s.a.) being dealt with at next special Survey.

Date of Committee

Minute

TUESDAY 19 SEP 1961

Deferred for 55 (Postponement until 6.62 approved)
Sur 256.61 subject

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

Noted
for
Header

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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR **Damage and Examination for Postponement of Special SURVEY**

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	No
Rudder lifted	No	A.P. "	Yes	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes (all)	
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No	
Holds (all)	Yes	Deep Tanks	No	
Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	No	
Fore Peak Spaces	Yes	Side Tanks	No	
After "	Yes	Wing Tanks	No	
Engine Space	Yes	Other Tanks	No	
Boiler	Yes	Cargo Tanks (Tankers)	-	
Under Engines and Boilers	Yes	Cofferdams	No	
Tunnel and Well	Yes	Pump Rooms		
Coal Bunkers	No			
Chain Locker	Yes			
Other Spaces	No			

Have Tanks now Examined been Cleaned as Necessary? **Yes**
 Have Struts in Cargo Tanks (of Tankers) been removed? **Yes**
 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? **No**
 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? **No**

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? **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 is so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Bunkers	Good	Sluice Valves examined and found	None
" in way of side scuttles	Not examined	Cement on 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 (No)
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	"Un"
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. or 3 B	Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	None	Steering Gear (Main and Auxiliary)	Good	" length 270 fath least mean diam. 1 3/4"	
Floors	Good	examined and found	Good	" (on board) 270 fath Rule Length	Size 1 15/16"
Keelsons	Good	Windlasses examined and found	Good	Hawsers and Warps	Good
Stringers	Good	Pumps	Not examined	State if any Anchors or Chain Cable have now been supplied or retested, if so	No
Inner Bottom Plating	Good	W.T. Doors	Not examined	complete Report 8(Eq) and attach.	
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **A) No B) None** See Below

REMARKS, REPAIRS, Etc. (Contd.) **Examination for Postponement of Special Survey:— Carried out in accordance with Circular n° 1959.**

Docking:— As reported in Tables 1 and 2.
Minor wear and tear repairs were effected at this time.

Condition of Class:— Wasted shell plate E 8 (port side aft) and set up bottom plates C6 and D7 etc. (starboard side aft) to be specially examined and dealt with as necessary at next drydocking. Shell plates C6 & D7 examined as reported in damage 2. Shell plate E8 (port side aft) was specially examined but was found to be efficient and without any defects. Shell plate F7 (port side aft) was found to be doubled at bottom edge where locally corroded and

Exam for Postponement of S.S. 5.680 pts.
 Survey Fee
 Special Damage and Repair Fee (if any) 2.320 "
 Travelling Expenses (if chargeable) 475 "
 Second Surveyor's Fee (if any)
 Date when A/c. Rendered

Rpt. Contⁿ. Sheet 1

Port of BILBAO

Continuation of Ship/Mchy. Report No.

dated 20-6-61

on the S.S./M.S. "ARTAGAN"

found to remain efficient meantime. It is assumed that shell plate E8 was reported in error and should be F7. The Owners request to defer repairs to shell plate F7 in my opinion merits the favourable consideration of the Committee.

Appendix to SRL: Nil

Machinery:— Propeller, after end of stern bush and outside fastening of sea connection examined and found in order. W.D. 2.5 m.m.

J.B.M.