

Rpt. 1

DISCLOSED
SECTION
No. 934

Port BUENOS AIRES.

No. 32214.

Date of completing report 5th. Jan. 1961.

When handed in at Local Office 12th. Jan. 1961.

Received London

Survey held at BUENOS AIRES.

First Visit 2-7-1959.

Last Visit 1-12-1960.

No. of Visits 46.

FIRST ENTRY SHIP REPORT

ON THE SS/MS "GOYA".

F.E. FROM ACCTS.	4- AUG 1961
F.E. FROM ADMIN/F	9/8
PLANS RECD.	
CERTS RECD.	4/8
ASSIGNED BY ANOTHER	10/8

Has Report been sent on (1) Freeboard of Ship? No.

Rpt C11 only

(2) Machinery? Yes.

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship TANKER (RIVER).

Length (D 201 of Rules)* 283'-1" 5/8".

Breadth (D 202 of Rules) 49'-2" 9/16".

Depth (D 203 of Rules) 11'-1" 7/8".

Draught (summer moulded) (D 204 of Rules) 8'-7" 3/8".

Deck Factor "F" excluding d_t" " "F" including d_t

Gross tonnage 1.752

Net tonnage 1.600

Official number Not assigned.

Signal letters L. W. 3544.

8'-0" River
7'-6" between
La Plata &
Buenos Aires
See letter 9/10/61

Is machinery fitted aft? Yes.

SAN FERNANDO (Prov. Buenos Aires).

Built at ASTARSA ASTILLEROS ARGENTINOS RIO DE LA PLATA S.A.

Launched 8th. April 1960.

Yard No. 105.

Builders ASTARSA ASTILLEROS ARGENTINOS RIO DE LA PLATA S.A.

Owners YACIMIENTOS PETROLIFEROS FISCALES.

Address Avda. Roque Saenz Peña 777, Buenos Aires.

Managers -----

Address -----

Port of Registry BUENOS AIRES. (Argentina).

Date of last survey in drydock 8-4-60.

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? Yes.

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes.

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? No modification

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? Yes.

Are the materials and workmanship satisfactory? Yes.

Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes (Argentine National Prefectura assigned Freeboard).

BUILDER'S DECLARATION: To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

Builder's Signature

"ASTARSA"

ASTILLEROS ARGENTINOS RIO DE LA PLATA S.A.

HANS F. OFFERMANN

FEES, etc.

Special Survey fee \$ 226,800.00

Fees Test Anchors; 6,000.00

Travelling expenses 3,500.00

Late attendance fees 850.00

Fees applied for 1st. December 1961.

Received 20/4/61.

Classification Certificate to be sent to BUENOS AIRES OFFICE.

Date of issue - 2 NOV 1961

Has an Interim Certificate been issued? Yes.

This Ship in my opinion is eligible to be classed: — A1

(Special notations where part of class to be stated)

"Oil Tanker" with notation for service on the River

Paraná and Uruguay limiting Ports La Plata and Buenos

Aires with record of S. S. 12/60 and D.S. 4/60;

Special notation "Longitudinal framing and E.W."

Signature A.F. Sinclair.

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

FRIDAY 27 OCT 1961

Character Assigned

+ A1 Oil Tanker

For service on the Rivers Parana

and Uruguay limiting ports La Plata

+ Buenos Aires

Write BSA (m)

Write BSA (m) and

+ LMC ES } 12.60

TS } 12.60

Noted
for
Header

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STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:— **As per list enroute by sea mail.**

Plates:— **As per list enroute by sea mail**

Sections:— **As per list enroute by sea mail.**

Provided steel manufactured by open hearth process at any approved works & has been tested by a responsible authority it can be accepted in this instance subject to check tests (24/4/59)

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? **Yes.**

Process of manufacture (e.g. Open hearth, electric furnace, etc.) **Open hearth Siemens Martin.**

Particulars of Special Quality Steel used **NONE.**
(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded **TOTAL.**

Parts examined by radiography **Spot check only.**

Were the electrodes used of types approved by the Committee? **Yes.**

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	NONE.	
Shaft brackets	FORGED.	AFNE-ASTILLERO RIO SANTIAGO.
Sternframe	NONE.	
Rudder mainpiece or post	Cert.No.11724) Photostat	Zadovy V.I.Lenina (Pizem Czechoslovakia.)
Rudder head	Cert.No.11728) attached.	ditto. ditto.
Quadrant	Cert.No. Leith 2981.	Fife Forge Co.Ltd. Kincadry.
Tiller	Cert.No.Glasgow 36980.	Anderson Bros; Ltd. Coatbridge.

GENERAL PARTICULARS *Select Hydraulic* **attached.)**

Steering gear (Type & Maker) **Hasties (Greenock Cert.No.C.7490** Auxiliary steering gear **Hand.**
Steering chains (Size & test) **---** Windlass (Type & Maker) **Electric (Thrige) Cert.(Cop.12/3/60 att;**
DRY Ceiling in holds (Material & thickness) **Wood (2 1/4").** Are cargo battens fitted in holds? **No.** in 'tween decks? **---**

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— **NONE.**

Particulars of composition (if any):— **----**

Insulated cargo compartments (if any):— **NONE.**

Parts of structure of material other than steel (if any):— **NONE.**

If mechanical ventilation is fitted, state in which cargo spaces:— **No.**

If cathodic protection is fitted, state in which tanks:— **No.**



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EQUIPMENT

Number 3

17500

Letter R.

66 JUL 1961

ANCHORS

Certificate No.	Anchor	Weight of Anchor			Weight of Stock (if any)			Test per Certificate			Rule weight	Description of Anchor	Where and when tested
1244	Bower (1)	30	2	0	-	-	-	29,025	Kg.	/	33 7/8	Baldd Type.	Naval Yard Rio Santis go. 28-8-60
1245	" (2)	30	0	21	/	-	-	29,025	Kg.	/	added wt	Baldd Type.	28-8-60
1246	" (3)	31	1	0	/	-	-	29,025	Kg.	/	1500 kg	Baldd Type.	14-12-60
	Coll. wt.	91	3	2									
	Stream												

If Patent, state Patentee
L. R. Sweeney

CHAIN CABLES

[illegible]

Are joining shackles of the lugless type fitted? **Yes.**

TOWLINE AND MOORING ROPES

CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied		Breaking Test	Rule		Maker's Name	Certificate number	Weight (to include pins, etc.)	Survēyors' Initials	Date of Test
	Length	Circ.		Length	Circ.					
	Fathoms or metres	Ins. or m/m.	Tons or kilogs.	Fathoms or metres	Ins. or m/m.	Bower (1) Astilleros Rio	1244	1070 Kg.	J.C.	9-8-60
						" (2) Santiago AFNE	1245	1042 Kg.	J.C.	9-8-60
Towline	120	4/10	32.3	100	4/10	" (3) (Naval Yard)	1246	1113 Kg.	J.C.	16-8-60
Mooring	100	2 1/2	2.33	at 100	2 1/2	Stream				
Ropes	3 at 50	2 1/2	-							

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 283'-2" Moulded breadth 49'-2 1/2" Moulded depth 11'-2"

Moulded breadth 49'-2 1/2"

Moulded depth.....11'-2".

Number and material of decks 1 Steel.

Length of Poop 70' combined. R.Q.D. Bridge Fo'cle Trunk

Overall length 295'-7" 1/4" Extreme breadth 49'-10" 9/16" Rise of floor None.

Extreme breadth 49'-10" 9/16"

Rise of floor None.

Is ship of O.S.D. Type? **No.** Is ship of C.S.D. Type? **No.** Is duct keel fitted? **No.**

Is longitudinal framing fitted? (state where) Pump-room- Cargo tanks- Oil tanks- Main Deck.

Is strengthening for navigation in ice fitted? (state class) **No.**

Is additional strengthening for heavy cargoes fitted? **No.**

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel?

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? and if so state where, together with the flash point where required to be inserted in the notation:—

Watertight and/or Oiltight Bulkheads (state number required by Rules) 5

Bulkheads in ship extending to Upper deck on frame numbers:— 8-15-24-25-29-33-37-41-43-76

Total = 10

Bulkheads in ship extending to deck below upper deck on frame numbers:— **None.**

Total = _____

Is E.S.D. fitted? **No.** Is Radar fitted? **No.** Is Position Fixing Device fitted? **No.**

Is D.F. fitted? **No.** Is Gyro Compass fitted? **No.** Is Submarine Signalling apparatus fitted? **No.**

CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 No. 2 No. 3 No. 4 No. 5 No. 6
 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12

Fore peak tank 103,78 After peak tank Midship deep tank ---
 Deep tank aft --- Deep tank fwd. --- Topside tanks ---
 Tanks at sides of tunnel --- Tanks in way of tunnel --- Deck tanks ---
 Side tanks 2 Fresh Water 17,53 Wing tanks Fuel 2 X 46,28 Other tanks Lub. Oil 5,9.
2 Ballast Tanks 29,37 58.74
 If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— None.

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Plans as enumerated below forwarded by sea mail route it being confirmed there has been no modification or alteration from approved plans in your possession:

P-198 PP 18 D Diagramatic sketch of bilge, fire, sanitary, fresh water, etc. piping in engine room.

" 25 B Diagramatic sketch of bilge and fresh water piping forward.

" CMO-1-B. Midship section.

" CM1-1 A. A Brackets.

" CM5-2 C. Structure aft, transverse sections 42/62.

" CM5-4 F. Deck and longitudinal sections.

" CM5-5 C. Structure aft.

" CM5-7 D. Structure aft longitudinal lines.

" CM6-1 E. Structure forward longitudinal lines.

" CM6-2 Transverse sections structure aft 0-24.

" CM9-1 B. Transverse and longitudinal bulkheads in cargo tanks.

" CM16-1 C. Foundation of propulsion engines front and longitudinal lines— Page No.1

" CM16-2 C. ditto. ditto. Page No.2.

" AC7-6 A. Cargo hatchway forward and closing system.

" F1-136 B. Cargo hatchway.

This vessel has been efficiently constructed from approved materials under the supervision and to the satisfaction of Society's Surveyors.

Workmanship good throughout and vessel eligible in my opinion for classing in the Register Book as overleaf recommended.

SPECIAL FEATURES "Longitudinal Framing and E.W."



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