

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd. October

1951 When handed in at Local Office 23rd. October

1951 Port of BUENOS AIRES.

No in Reg. Book Survey held at BUENOS AIRES.

Date, First Survey and Last Survey 18th. Sept: 19 51

(Nº of Visits one.)

00428 on the ~~Woodstock~~ Steel T.S.M.V. "AGUILA II".

TONNAGE:—

Built at Leith.

By whom H. Robb Ltd.

When 1931 Month 1

GROSS 874.

Owners Compañia Argentina de Lanchas. Owners' Address

(if not already recorded in Appendix to Register Book.)

UNDER DK --

Managers --

Port belonging to Buenos Aires.

NET 462.

Surveyed Afloat or in Dry Dock? Afloat.

Name of Dock Dock 1.

Destined Voyage

CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT. tons. APT tons; MT feet tons. }Particulars of Classification Which must be inserted
precisely as in Register Book & Supplements)

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 22932 Port BA

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys 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 B.As. 19-9-51, London 2-10-51 Classn(S)

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 Not required.

Society's Freeboard (if assigned) as 1 OIL ENGINES
painted on Ship and now verified CONTINUOUS SURVEY.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR extension of certificate (See also Report 10, dated 19th. September 1951). For Coasting service Montevideo and Rio de Janeiro.

NOW DONE:— On 18th. September 1951 made examination vessel afloat alongside quay at Dock 1, Buenos Aires and found as follows:—

Longitudinal stiffening in way of hatch side girders, also additional stiffening forward as fitted January 1943 in order.

Freeing port area in bulwarks as amended at above date found in order.

All hatchways on weather decks including coamings, beams, covers, tarpaulins, battens and cleats and wedges found good.

Ventilators, casings, coamings with supports and closing appliances; companionways, pipes, scuppers, scuttles and guard rails in order. (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								
Removed and Faird or Repaired ..	--	--	--	--	--	--	--	--
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Opening, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found effi-	Planking	Anchors, Nº of
Reverse Frames	cient	Caulking	Cables (State if now ranged)
Longitudinals	Have Sluice Valves been examined and	Treenails	" length mean diamr. (on board)
Transverses	found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Have Watertight Doors been examined and	Transoms, Pointers & Crutches	Chain Locker
Keelsons	found efficient?	Timbers of Frame at openings	Hawsers & Warps
Stringers	Have Ventilators and their Coamings been	" " at other places	Standing and Running Rigging
Inner Bottom Plating	examined and found efficient?	Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?	Air and Sounding Pipes	Salting	
Have the Tanks been tested?	Doubling Plates under Sounding Pipes	(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &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, so far as now seen, is in good condition and eligible in my opinion to remain as classed, without fresh record of survey, subject to keel butt in way of bunker tank to be dealt with at next drydocking, indented side shell plating starboard side to examine at special survey, and approved spare bower anchor and 15 fathoms of cable to be supplied at earliest opportunity and the figure "I" to be reinstated when total length of cable is increased to 270 fathoms.

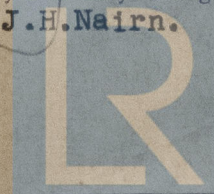
Survey Fee (per Section 29)	\$ 390.00	Fees applied for, 19/9/ 1951
Special Damage or Repair Fee (if any)	\$:	Received by me, 19
Travelling Expenses (if chargeable)	\$ Charged on Report	10 previously issued.
Second Surveyor's Fee (if any)	\$:	

Committee's Minute

Character Assigned

See Cte Minute 2-10-51

Surveyor to Lloyd's Register of Shipping
J.H. Nairn.



Lloyd's Register
Foundation

Freeboard verified and vessel required to confirm to Lloyd's Register markings for freeboard of 3'-3½" to centre of disc giving a maximum draught of 10'-0" for coasting voyages, now found to be properly marked.

HN

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)