

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER

Port New York7th October, 1957

U.C. 988

This is to Certify that**F.A.J. Findley**

the undersigned Surveyor to this Society did at the request of Admiral Richardson, Chief in charge of the Navy of the Dominican Republic at Ciudad Trujillo, survey the steel twin screw steam passenger vessel:

"ESPANA"
ex **"CANBERRA"**

7710 tons gross of Ciudad Trujillo, for the purpose of verifying repairs carried out under the supervision of Mr. Watson, non-exclusive Surveyor at Kingston in connection with the examination for the 4 yearly Special Survey (due 6-57) for maintenance of class, recommending the parts to be opened up, the repairs necessary and testing for the completion of the Special Survey, and to indicate the requirements, alterations, repairs, and tests etc; including previous recommendations made by the Society's Surveyors for the completion of the Passenger Certificate Survey in accordance with the requirements of the International Convention 1948.

On September 25, 1957 to October 3, 1957, this vessel was visited whilst lying on dry dock at the "Astilleros Dominicanos, C for A" Shipyard at Ciudad Trujillo, Dominican Republic, and examination made of the parts available for Special Survey, and recommendations submitted for repairs and necessary opening up and preparations to be carried out for the completion of the survey.

The following detailed list indicates the parts now examined towards the Special Survey, the parts remaining to complete the survey, the recommendations for repairs and further opening up that is considered necessary and does not represent the complete work to be done before the Special Survey Certificate can be issued. Additional recommendations will be made at the time of the advancement of the survey for repairs, or renewals of such items found to be deficient.

A General Examination was made in the time available during this survey of the previous recommendations, and of some of the repairs now carried out towards the Passenger Safety Certificate Survey,

ificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:—
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in
the Register Book or other publication of the Society, or for any error of judgment, default or negligence of
committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Page 2

New York

ESPANA

October 7, 1957

Following Parts Now Examined Towards The Special Survey:

Vessel examined on dry dock including Rudder
Forward Peak Tank internally
After Peak Tank internally
Fresh Water Tanks internally (forward end of No. 1 Hold)
No.1 Double Bottom Tank internally
No.2 Double Bottom Tank internally (Port & Starboard)
No.3 Double Bottom Tank internally (Port & Starboard)
No.4 Double Bottom Tank internally (Port & Starboard)
No.5 Double Bottom Tank internally (Port & Starboard)
No.6 Double Bottom Tank internally (Port & Starboard)
No.7 Double Bottom Tank internally (Common)
No.8 Double Bottom Tank internally (Port & Starboard)
Oil Fuel Deep Tanks internally (Port & Starboard)
Oil Fuel Reserve & Settling Tanks internally (Port & Starboard)
The Chain Locker
Anchors and Chain Cables
Cofferdam between Nos. 4 and 5 Double Bottom Tanks
Nos. 1,2,3 and 4 Holds
Engine and Boiler Spaces and tunnel well spaces.
Steering engine space.

Following recommendations for repairs or renewals to be carried in the above spaces:-

vessel examined on dry dock, the shell plating cleaned, the forward two third length of plating scaled to the water line, work done on the after third length, the bottom shell plating found in good condition.

Local hole found in the starboard side bilge strake plating adjacent to the forward end of No.2 Hold, several test holes drilled in selected bilge strake plates and found satisfactory.

Number of scattered shell rivets found wasted have now been removed and are considered efficient.

Ship's rudder examined, the bottom rudder gudgeon bush found OK, the eye thickness of the gudgeon is approximately one inch OK, it is recommended the rudder be removed and all pintles and gudgeons be examined and bottom gudgeon be repaired.

Anchor and anchor chains ranged on dry dock, cleaned, scaled, lined and calibrated and found satisfactory. The vessel has the rated length of 300 fathoms of chain, with the smallest mean diameter of 2 1/4".

Chain locker cleaned and examined and found in a satisfactory condition.

It is recommended the chain locker be fitted with a suction drain, and protected in the chain locker by strong guard plates, with a portable hand pump situated in the forecastle space for draining the locker.

Strainer plate missing for the general service pump sea suction starboard side aft, strainer plate to be supplied and fitted.

Local hole in bilge strake plate starboard side (item No.2) to be fitted with a spigotted doubling plate.

Following Double Bottom Tanks, Peak Tanks and Bunker Tanks lined internally.

is considered to be the next Period of Survey. At part of the survey has been forward.

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Page 3

New York

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October 7, 1957

Peak Tank-Steelwork good, the bulkhead filling and suction valve
h its extended spindle to be overhauled and made operable.

No. 1 Double Bottom Tank (Water Ballast) Steel Work Good

Recently Fitted New Fresh Water Tanks (forward end of No. 1 Hold).
Steel Work Good

suction valves to port and starboard tanks to be altered by fitting
valves to the bulkheads instead of spool pipe pieces, with tail
as to lowest possible point for complete drainage.

shell frames port side and one shell frame starboard side to be
ted with suitable back plates where wasted through at previous cem-
level at bilge line.

board tank lower stringer bracket to be welded to forward bulkhead.

h bulkhead to be welded to tank top at forward half length.

ward bulkhead stiffeners adjacent to swash bulkhead to be welded
bulkhead (now partly adrift).

and port and starboard sounding pipes to above accommodation spaces.

2 Double Bottom Tanks (Water Ballast) (port and starboard)
Steel Work good.

Bottom cement missing at after end to be renewed.

Double Bottom Tank (port and starboard) Oil Fuel Tanks
Steel Work - good

The sounding pipes to be extended down to the bottom of
the tanks and rejoin stand pipes to tank top.

Double Bottom Tanks (port and starboard) (under boilers)
Steel work good

The tank tops to be scaled (under boilers) cleaned, hammer
tested and drilled as found necessary.

Double Bottom Tanks port and starboard (Fuel Oil Tank)
Steel work good

Double Bottom Tanks Port & Starboard (Fresh Water Tank)
Steel work good

Double Bottom Tanks (Common) Ballast Tank
Steel work good

Approximately 22 floor plates found buckled (starboard side)
and previously reinforced by welded vertical face plate stiffeners
This repair is considered satisfactory and permanent.

Double Bottom Tanks Port & Starboard
Steel Work good

The port sounding pipe wasted and thin to be renewed

Port & Starboard Forward Cross Bunker Oil Fuel Tanks
Steel Work good

Port & Starboard Oil Fuel Reserve & Settling Tanks
Steel work - good

The port side settling tank after bulkhead outboard stiffener
bottom bracket to weld to deck, and second outboard stiffener
bottom bracket to be welded in place (now completely adrift)

rdam Between Nos. 4 and 5 Double Bottom Tanks

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Lloyd's Register
Foundation

988

Page 4

New York

October 7, 1957

SPANAN"

To be further scaled and bottom cement to be renewed and steel work coated.

1, 2, 3 and 4 Cargo Holds

Generally examined the above cargo holds (please see items to complete the survey)

following items remain to be prepared and examined to complete Special Survey:

forward and after peak tanks, all double bottom tanks, fresh water tanks, cross bunker deep tanks, and port and starboard reserve settling tanks - to be filled and tested to Rule requirements.

cofferdams between Nos. 2 and 3, Nos 3 and 4, Nos 5 and 6, and Nos 7 and 8 Double Bottom Tanks to be cleaned and scaled for examination internally, the cofferdam between Nos 2 and 3 Double Bottom Tanks is at this time inaccessible on account of no access through the permanent ballast.

Nos 1, 2, 3 and 4 cargo holds to be cleared of all debris, old spare parts, paint drums and all wood scrap, gratings and tank top ceiling to be lifted and tank tops scaled and cleaned, the bilges to be scaled and cleaned throughout for examination and test as necessary and coated.

Permanent block cement ballast to be removed as necessary in numbers 2 and 3 holds for complete examination of tank tops, bilges, bilge connections and air and sounding pipes.

and sounding pipe guards to be removed where existing for examination.

Steel work in holds to be scaled as required for examination and wood frames on numerous shell frames to be removed and steel work in way to be scaled and coated.

Cement chocks on the ships sides at bilges and decks to be removed, approximately six cement chocks in each hold and tween deck and length deck to ascertain the condition of the frames and plating in

engine room and boiler room bilges and tank tops to be cleaned for examination. Steel work in engine and boiler spaces to be examined.

all tank top in shaft tunnel and tunnel well to be drained of water frames and tank top plating to be cleaned and scaled for examination.

all decks to be examined, decayed wood deck to be removed and replaced as necessary.

hatchways, coamings, covers, hatch beams, tarpaulins are to be prepared for examination.

main mast and fore mast wooden wedges on "A & B" decks to be removed for examination, the steel masts to be drilled at "A" deck level, mast stays to be removed for examination of shackle pins, bolts, eyes, stretching screws and stay wires.

Insufficient insulation to be removed in the refrigerated spaces for examination of side steel work and deck (the deck is part of the pumped water tight bulkhead at the after end of the engine room)

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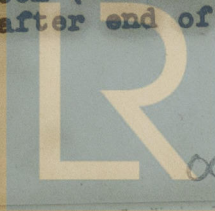
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Foundation

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Page 5

New York

7 Oct., 1957

Decks with machinery and other casings, superstructures, sky-
ts, companionways, ventilators, and air pipes together with
openings and closing appliances to be examined.

icient sheathing is to be removed in way of ship side port
to ascertain and if necessary drill the shell plating under
lights, also in way of "A" deck scupper pipes to examine
condition.

indless and steering gear to be opened up for examination,
ding rudder stock and tiller to be examined, the hard wood
iment bearing to be removed for examination of wood and
r post in way.

rs, warps and tow wires to be ranged for examination, checked
rought up as necessary to Rule requirements.

and pumps, suction, sluice valves, water tight doors and
ols, sidescuttles and deck lights to be examined and placed
od order.

work throughout the vessel to be scaled and examined, in-
ng forward and after peak spaces, after passenger toilet
s, steering engine space and ventilator fan trunk spaces,
and all suitably coated.

nger Safety Certificate Survey

ollowing additional and outstanding requirements, repairs
erations previously recommended, still remaining to be
ed out as far as could be ascertained at this time for the
etion of the Passenger Safety Certificate Survey.

rical Installation

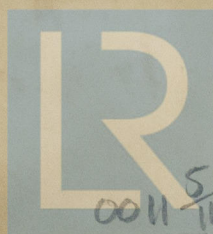
lds: Numerous loose electric wiring unsheathed rubber
wiring lightly installed, (not suitable for ships use)
connection boxes, some exposed loose lamp sockets in the
holds requires to be completely overhauled or renewed with
ct conductors, guarded cargo lamp fittings and proper steel
on boxes where required, all other loose and unsuitable
rical fittings to be removed, with the exception of the
detectors.

electric wiring in the numerous passenger cabins now examined,
passageways, forward dormitory cabin spaces, in ventilator
rooms, in forecandle spaces found in deplorable state, with
and open lamp fittings, wooden junction boxes loose and
t, an abundant amount of loose wiring and taped wiring
ghout, megger tests were taken of considerable number of
bove circuits with very unsatisfactory results: It is the
on of the undersigned that approximately 90% of the electrical
g and fittings will have to be renewed as far as now seen
omplish a satisfactory electrical installation in the

ncy Fire & Bilge Pump

work has been accomplished on this pump but still not
actory, the pump suction line is led into the tunnel
bilge suction line, with a gate valve between the pump
on and bilge tunnel well suction, (the gate valve not
with extension rod)

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Page 6

New York

October 7, 1957

3. "ESPANA"

was advised that a satisfactory system of bilge and sea suction piping to the emergency bilge and fire pump be fitted, preferably with a direct ship-side sea suction at the pump, blank off the direct bilge suction, as the tunnel area has already three bilge suction fitted, and the arrangement submitted for approval (see also item No. 1).

Boiler Room Bilge Suctions

Boiler room forward bilge suction port and starboard have gate valves fitted at mud boxes, these valves to be replaced by non-return valves and mud box covers to be fitted with toggle nuts for quick removal and replacement without the use of any tool.

4 Hold Bilges

Port and starboard bilge suction pipes have been fitted at forward end of hold leading into tunnel well space and led to emergency fire bilge pump suction with globe valve and extended spindle this is satisfactory, bilge well hat boxes to be fitted at port and starboard drains and led into bilges in tunnel well area with stop valves, the bilge wells be covered in hold with perforated plates, filled with 3/8" diameter holes, the new sounding pipes to be extended in to wells. (see item No. 74)

Fresh Water Deep Tanks

Sounding pipes from the port and starboard fresh water tanks now terminate in passenger accommodation on "D" deck, pipes to be led to "A" deck with proper screwed closing ends.

3 Hold Bilges

Previous drainage from centre section at after end of No. 3 hold (see item No. 78) into cofferdam not yet satisfactorily dealt with, 2" diameter hole in cofferdam tank top plating to be closed by suitable doubling plate, and satisfactory bilge pumping arrangements are to be installed with sounding pipes to Rule requirements so that the port, centre and starboard bilges may be pumped out with their separate bilge connections (port and starboard bilges not available at this time owing to permanent ballast being fitted at port and starboard wings of hold)

Port Tight Bulkheads

No. 1 and No. 2 Hold forward bulkheads are fitted with bolted closing plates, these to be permanently closed by fittings welded cover plates. Bolt holes in Nos. 1, 2, and 3 forward bulkheads and in boiler and engine room bulkheads to be permanently closed, also opening in engine room and boiler room bulkhead around new 5" diameter pipe line passing through bulkhead to be closed by fitting a bulkhead connecting piece.

Air pipe from No. 7 Double Bottom tank port side in engine room found previously renewed using reducing piece from original 4" diameter pipe to 2" diameter, this air pipe to be renewed for full length up to engine room reducing piece by 4" diameter pipe as original

General examination made of the forward passenger accommodation on C and D decks and the following defects noted:

- (a) air trunking in thwartship passageway port side at Room No. 311 found wasted and holed, to be renewed. (D-Deck)

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Page 7

New York

988

7 Oct., 1957

Room 305 on C-deck port side, leakage from deck or ship at after partition bulkhead, to remove section of bulkhead at ship side and scale deck and shell side for examination leakage.

Toilet space forward of cabin 301 on C-deck, remove all cement chocks at frames for examination of frames and plate in way. A small pipe angle fitting on shell being found broken off and shell plate open to weather, under of fitting to be removed and close opening with dotted plate doubler.

Dormitory accommodation No. 3 port side and dormitory No. 4 board side on D-deck, the deck head plating in both spaces wasted and holed at after 1/4 length over passenger spaces, the plating to be removed and renewed (toilets and areas above).

Holes in deck and deck head of above spaces left open previous sounding pipes were removed, holes to be suitably filled.

Ventilator openings in the above accommodation spaces to be fitted with wire protection screens.

Lincoln Room

Forward end of #2 'tween deck has a wood compartment which is being used as a linen and china store room. Such arrangements to hold are not acceptable, and will have to be removed in entirety. The access opening through the passengers elevator room to be permanently closed. This area must be left as original cargo space, and wood air trunk leading to the space port side 'tween deck to be removed.

Extinguishers

All extinguishers to have the manufacturer's name plate exposed, its station number painted on it, and its location and book to be kept showing the date of charge of each extinguisher. A spare charge to be kept for each extinguisher in a specially reserved for this purpose.

Fire Extinguishers

Store of CO2 bottles on "B" deck, are in a compartment being used for stores. The stores must be removed, and the compartment locked. The key to the door to be kept in the glass box provided for this purpose on the bulkhead. The wire restraining the operation of the control handle, to be removed, and alarm bell to be fitted in Boiler room. CO2 is required to be used.

Deck Sounding Pipes

Access to the sounding pipes of the after deep tanks is through the #2 storage room which is unsatisfactory. These pipes should be opened to an easily accessible place above "B" deck, and the ends closed with a suitable device.

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Various notices for the information of the passengers and crew in the event of an emergency such as "EXIT", "ESCAPE", "FIRE", etc., to be properly set out in Spanish, preferably on large and clearly attached name plates wherever practicable.

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Lloyd's Register
Foundation

J. H. Lindley

Page 8

New York

October 7, 1957

pers in the annular space around the funnel to have the hinge moved and replaced with pins of non-corrodable material, and ed with ample clearance to insure that the dampers will readily the closed position when released. Ease of operation shall accomplished by the use of any kind of lubricant.

ting Fans

trols to be marked in Spanish with their number as per plan. ion 38B requires all power ventilation fans to be stopped from of two control stations which should be situated as far apart ticable. The machinery ventilating fans to have stop controls of the machinery casing as well as the controls in the engine

rs to machinery and boiler room spaces as well as to crew and er spaces to be examined and placed in good working order. This particularly to doors leading to the open decks. Some of these ape doors and should not have locks but be capable of being read- ned from either side. Some of these doors can be used for ac- a fire and must not be kept locked. Doors for passenger emer- scape should be so marked in Spanish.

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tilators throughout the vessel to have their dampers tried to that they can be readily closed or opened and easily secured in position. This applies to dampers below decks as well as above

Generator Equipment

le fire extinguisher should be installed near the generator The fuel oil supply line is loose and temporarily secured to the exhaust pipe. This line to be properly run and secured. The fuel ly line to the fuel oil tank is laying on the wood deck, and line is led from the top of the tank on the deck and over the side. The valve connection at the bottom of the tank is leaking The pipe lines and connections to be made in a proper manner. s to be led under the deck where they are protected. An over- vent pipe to be led to a safe place and a sounding pipe with a e installed. Tank cover to be overhauled (See instructions 1952 Part VI Rules 75 & 76).

gency generator oil fuel tank is of sufficient capacity that spare oil are not required to be carried on board.. e, the filling arrangements should be suitable for filling only All other connections may be removed.

ON

nd boiler room casings, port and starboard sides, forward and ds on "B" and "C" decks to be insulated as A 60 fire divisions. s in the fire division bulkheads on the port side between di- 2 and A3, and between division B3 and B4 to be insulated as A division.

ion and Insulation

ventilation trunks for accommodation which pass through the nd boiler rooms on port and starboard side, are of light con- n, and are to be renewed with 1/4 inch steel plate including ches through the casings. The whole trunking is to be insulated the A60 fire division Requirements.

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J. G. Findley

Page 9

New York

7 Oct. 1957

Decks, Coamings

Opening in No. 1 cargo trunk to be closed. The opening in starboard forward bulkhead of No. 3 lower hold to be completely closed. The several bolt holes in the forward bulkhead of No. 4 to be closed.

Smothering, Cargo Holds

Present control valves for the steam smothering in the cargo are substitutes in the wrong location for the original effective valves. These are to be changed to comply with the Regulations 50F of Chapter 11 which requires the discharge pipes connected to accessible distribution valves on deck, clearly to indicate the space each valve is connected with. Any connections not required by this regulation to be removed. General arrangement plan should be amended where necessary.

Emergency Fire And Bilge Pump

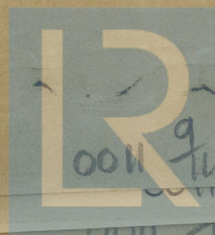
Emergency fire and bilge pump at present, has only one suction connected to the bilge mains and to a sea inlet pipe. This inlet pipe connection to be removed and permanently blanked emergency and main bilge connections. A separate sea line to be led from the remote controlled valve on the primary condenser sea suction line direct to the emergency where a new branch valve is to be installed with its reach control to the bulkhead deck. The ship's side auxiliary use valve to have a notice fixed on the valve to read in this: "This valve to be kept open at all times". The suction to No. 4 hold port and starboard bilges is a gate valve on the platform near the emergency pump, this valve to be closed by a non-return valve. (Regulation 17 Instrument 1952 1948 Part 111).

Isolation valves are to be fitted allowing isolation of the emergency spaces from the fire main outside it when the emergency pump is supplying water. These valves are to be outside the emergency spaces. Pumping drawing to be amended. (This is Plan 79504). The present isolation valves in the engine room are controlled by reach rods at "B" deck in the engine room. To the expense of relocating these lines and valves to comply with the requirements it is suggested that the control rods be placed outside the engine room, and the arrangement submitted for approval. This item has been partly accomplished but not satisfactory. Have advised draftsmen of yard of full amendments and correct plan to be submitted.

Engine and Boiler Room Bilge Suctions

Each diameter bilge suction line to be led from the boiler direct to a suitable connection on a bilge pump suction hold. This suction and the other bilge suction in these holds to be fitted with mud boxes placed at platform level with right open ended tail pipes. This does not apply to the main injections nor the tunnel suction which may have detachable rated strum boxes. (Instrument 1952 No. 1948 Part 111). plan No. 79504 accordingly.

Mud boxes are to have covers which can quickly be removed replaced without the use of any tool. The strainer plate in mud box to have a number of 3/8" diameter holes of a total equal to twice the area of the suction pipe it serves.



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Engineer Surveyor to Lloyd's Register of Shipping

Page 10

New York

988

7 Oct. 1957

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2 Hold Bilges

on-return valve 3 1/2 inch in diameter to be installed u
t above the port and starboard bilge strums in No. 2 hold.
n No. 79504 to amend accordingly.
ilar valves are already fitted in No. 1 Hold.

Fuel Deep Tanks

ker tanks to be emptied, cleaned and certified gas free.
overflow pipes from port and starboard tanks to the
ler room bilges to be removed and permanently blanked off.
bilge suction line to the starboard deep tank to be removed
permanently blanked off. The external sounding pipes to the
tanks to be removed and the openings permanently blanked off.
internal sounding pipes to be installed in the port and star
rd tanks with striking pads at their bottoms, and the upper ends
to accessible places above the bulkhead deck and protected with
f closing fittings.

Fuel Appliance

oil fuel sounding pipes to have their self closing cocks or
ves made workable. All drip trays under oil fuel units to have
drain holes closed, so that oil cannot drain to the bilges.
oil fuel vent pipes to have gauze diaphragms fitted at their
n ends. The oil fuel overflow system to be overhauled to
ure it is clear so that the overflow tank may receive any
ass and so avoid spillage on decks. The oil fuel pumps,
h service and transfer, and all suction valves on all deep
settling tanks have controls from outside the casings.
se all require to be placed in good condition, and name
tes in Spanish affixed. Their locations should be indicated
the General Arrangement Plan.

am Smothering In Boiler Room

steam smothering fire extinguisher system in the boiler room
be deleted from the plan as it does not exist.

e Plates

valves and remote control stations, directions, instructions,
rs and their controls, etc., to have identification plates
Spanish affixed.

ctrical Installation

ulations 21, 24, and 40 of Chapter 11 and part IV of Instrument
2 No. 1948 requires certain conditions which are not in order
board.

emergency electrical supply must be able to operate
ultaneously for a period of 36 hours the following appliances:

- (a) Emergency bilge pump
- (b) Emergency lights
- (c) Boat decks and overside lights
- (d) Navigation lights
- (e) All communication equipment, signals and fire detectors.

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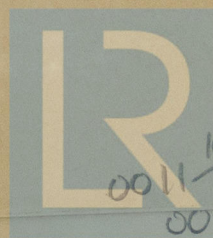
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Page 11

New York

October 7, 1957

Any source of emergency lighting is to be arranged to come on automatically when the main power fails. This can be accomplished by an accumulator battery provided that it has sufficient power to operate the lighting system continuously for 1/2 hour.

Equipments For Motor Life Boats

Chapter 4 Regulation 13.

Each motor life boat radio apparatus is to have accumulator batteries of sufficient capacity to supply the transmitter for 4 hours continuously. There is to be provided for charging the batteries after the motor life boat has been launched in addition to being charged from the main. Alternatively a complete set of batteries can be supplied. The batteries are to be properly protected, secured and housed to reduce the damage to a minimum. Note: The search lights of at least 80 candle power are to be operated from these batteries, simultaneously for a period of 6 hours, with no appreciable voltage drop. All these features require examining and placing in accordance with the regulations.

Hydrants

Hydrants to be overhauled and placed in efficient condition. The plugs driven into hydrants to overcome leakage to be removed.

Galley Forward Mast House

Oil fuel lines to the burners in the crew's galley to be checked and placed in good condition. A supply of sand with a bucket to be furnished. Two portable fire extinguishers to be furnished and placed in suitable racks for the sole use of fire protection in this galley.

Galley

The main galley to be submitted showing the galley range, supply tank, its filling, sounding and overflow arrangements. Fuel burners, shut off valves, filters and etc., to be shown. And dampers, fire extinguishers and doors to accommodation to be checked. The side lights and their securing arrangements to be checked in good condition. Two portable fire extinguishers to be furnished and placed in racks in the galley, one at each doorway. Any equipment in the galley to be removed. The galley refuse bin to have its lid and fittings overhauled, and a notice in Spanish on the adjacent bulkhead reading: "DO NOT BE KEPT CLOSED WHEN NOT IN USE". The washing sink drain to have a self closing valve installed.

Old Bilges

At present, does not have proper bilges, there is just a pipe on port and starboard side at deck level. A bilge well of sufficient capacity to be furnished and installed at the forward end on the deck and the present suction connected to the wells. The opening in the deck should be large enough to enable the wells to be cleaned and painted. Plates perforated with 3/8" diameter holes to be installed over the openings. Sounding pipes to be installed and led to "A"



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Engines No. of Screws
Boilers 6 SB W.P. 215#

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Machinery

Page 12

New York

October 7, 1957

Saloon Aft On "B" Deck

Deck covering in the after dining room on "B" deck, is loose, and oil soaked. It is recommended that this be removed and the deck underneath cleaned.

Gear Machinery

Main and auxiliary spare gear to be checked against requirements and any deficiencies made good.

Boats

Equipment for each boat to be examined and brought up to requirements and to the Surveyors satisfaction.

Hold Bilges

Hold bilge water is at present being pumped out through the ordam open door at the after end of No.7 double bottom tank. This arrangement is not acceptable and the cofferdam door must be closed and water tight. Bilge pumping arrangements are to be checked with their sounding pipes to Rule requirements so that the port and starboard bilges and the center bilge may be pumped out with their own bilge connections. These parts are to be cleared and cleaned at an examination of the conditions can be made and the details of alterations decided on to the Surveyor's satisfaction.

Lead draftsman of the shipyard has been furnished with the requirements of New York letter of Sept. 10-1956, London letter of 27th May 1956 and previous recommendations of general deficiencies for action in correcting the following plans:

- (1) Bilge and ballast pipe line
- (2) Mechanical ventilation and insulation
- (3) Arrangements of emergency lighting, fans switchboard, thermostat and fire alarm system
- (4) Clear width of ladders and door ways
- (5) Emergency Diesel generator connections
- (6) Details of No. 1 Hold Fresh Water Deep Tank
- (7) Galley and Bulkhead arrangements
- (8) Fuel oil filling transfer and service piping diagram
- (9) General arrangements
- (10) Passenger accommodation

Necessary corrections these plans should be verified by the Surveyor and submitted for approval.

It is recommended that a thorough examination is to be made of the ballast and oil fuel piping in the engine and boiler room on account of the deficiencies now found in the piping and fittings.

Lifeboat davits at life boats 5 and 5A, 6 and 6A required to be strengthened to a weight equal to 165 lbs per person for the total number of persons per boat plus equipment and stores, and plans of the new davits to be submitted for approval.

Lifeboat equipment and stores to be examined and checked, including requirements for the motor life boats, radio and search light.

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is considered to be acceptable for the next Periodical Examination. At part or complete survey basis. When forward.

Sea Connections

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Page 13

New York

7 Oct. 1957

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boats to be lowered by a certified lifeboat crew in presence of the surveyor.

er life boats, port and starboard sides to be fitted with rd tow line and secured to cleats at the bulwark or rail rward of the boats, for the purpose of preventing the hen lowered from becoming too near the propellers.

pipes from oil fuel bunker tanks, reserve tanks, settling d double bottom tanks to be fitted at open ends of deck ame arresting wire screens, which can be readily removed aning.

Rafts

stated buoyancy raft air tanks have been renewed or d, to be verified.

diameter gang to be supplied and fitted in a convenient t the stern of the vessel.

ing Tests and Stability Calculation

ty calculations to be submitted showing the effect of flooding No. 2 Hold and Deep tank (one side) before cross ing and after cross flooding.

stability data to be submitted. If the New service ons of the ship are not correctly represented by data at t available, additional data covering the service departure rival conditions should be supplied

understood from the Captain of the vessel the inclining ment and above data will be carried out by a London firm onditions on the ship are favorable.

Rockets and Flares

Rockets and Flares etc, for vessel and life boats will be t up to date towards the completion of the survey.

side Scuppers and Discharges

ip side scuppers and discharges hav now been satisfactorily uled and rejointed.

neral requirements of the survey for Passenger Certificate dicated as follows:-

ation of:-
l and equipment, weather decks, Internal structure, tank s and tunnels, bulkheads, decks, doors and bulkhead valves. ss flooding arrangements, side scuttles, Fire resisting l fire retarding bulkheads, trunks, stairways, etc. with ir closing arrangements. Fire-detecting alarms and appliances nning signals, depth-sounding devices, pilot ladders, and ppasses. Accommodation spaces. Sub-division load line ks. All machinery to be tested.

acement of the Boiler Survey

ned the centre after boiler throughout without mountings ound in good condition except the following:-

) Combustion back and wrapper plates and back and between ays to be scaled free of scale deposit.

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J. G. Zindler
Engineer Surveyor to Lloyd's Register of Ship

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Page 14

New York

October 7, 1957

- b) Steam separators to be removed and cleaned in all boilers.
- c) The bottom shell plate drain valves of all boilers to be removed, cleaned of hard salt deposit and valves ground in and rejointed.
- d) Boiler lagging at bottom of all boilers to be refitted and part renewed as necessary.
- e) Boiler collision chocks to be renewed or built up by electrically welding sufficient to fulfill their purpose.

Port and starboard propeller shafts were examined by Mr. E. Watson. The propeller shaft was found badly grooved at the keyway, this has now been replaced for emergency use only. It was stated a new shaft will be placed on order and delivery is expected in approximately 8 months.

Complete the Boiler Survey the port and starboard after boilers at port, centre and Starboard boilers, with their mountings re-examined.

F.A.J. Findley
Surveyor to Lloyd's Register
of Shipping



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F.A. Findley