

Date of writing Report 20-3-62 When handed in at Local Office \_\_\_\_\_ Received London \_\_\_\_\_  
Survey held at Bilbao No. of Visits 3 First Date 14-3-1962 Last Date 20-3-1962

WRECK  
SECTION  
No. \_\_\_\_\_

# REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

WRECK  
SECTION  
No. 787  
Tons gross 2776  
Year 1922 Month 8

No. in R.B. 05405 on the Iron or Steel 11.6 S.S. "CABO HUERTAS"  
Built at Bilbao By Whom Soc. Esp. de Conts. Naval  
Owners Ybarra y Cia S.A. Owners' address \_\_\_\_\_  
Managers \_\_\_\_\_ (If not already in R.B.)  
Port of Registry Sevilla  
Surveyed Afloat or in Drydock Both Name of Dock S.E. de C.N. Date of last examn. in Drydock 16-3-62

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

Last Report: No. 13228 Port Bilbao  
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.

| SHIP'S CLASS                                    |              | Machinery           |
|---|--------------|---------------------|
| Date of Special and of Drydocking Surveys, etc. |              |                     |
| <u>+100A1</u>                                   | <u>11.60</u> | <u>+ IMC</u>        |
| <u>awning Dk. with Fbd.</u>                     |              | <u>ES 12.57</u>     |
| <u>Dr.</u>                                      | <u>12.57</u> | <u>MBS 3.61</u>     |
| <u>Reclassified</u>                             | <u>7.53</u>  | <u>TS(CL) 10.59</u> |
|   |              | <u>SPS 12.57</u>    |
|   |              | <u>OF 7.22</u>      |

Give dates and references to any letters relating to this Report Committee-Telex-5-1-62.

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 \_\_\_\_\_ ins  
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, DOCKING, COMPLETION OF GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY (Ship 39 7/12 years old)

Damage Stated to have been sustained through:  
Damage 1): Contact with quay wall at Pasajes on the 12th March, 1961  
Situating on No 1 Hold, Tweendeck and forecastle shell plating and bilge keel, all on starboard side.  
Damage 2): Contact with quay wall at La coruña on the 21st October, 1961  
Situating on bilge keel on port side.  
Damage 3): Contact with quay wall at Villa Garcia on the 21st January, 1962  
Situating on stern plating at starboard side.  
Damage Repairs, Now Done. (Shell plates numbered from forward unless otherwise stated.)  
Damage 1):—Shell faired in Place, Starboard:— J3, K2, N3, (3)  
2 tween deck frames in way of above plates were removed faired and refitted. The shell plating in way was hose tested on completion of repairs.  
7 meters of bilge keel at midship and 5 meters at after end, on starboard side, were renewed.  
Damage 2): 5 - 5 meter lengths of bilge keel, port side, were renewed.  
Damage 3): Stern plate, Removed Faired and Refitted, starboard side

CONTINUATION OVER/OR SHEET 2  
No 3 from aft

| SUMMARY OF DAMAGE REPAIRS      | Shell Plates | Frames     | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items       |
|--------------------------------|--------------|------------|-----------|---------------------------|---------------------|-------------|-------|-------------------|
| Renewed                        |              |            |           |                           |                     |             |       | Bilge keel(p&s)   |
| Removed and Faired or Repaired |              | 3(TweenDk) |           |                           |                     |             |       | Stern Plate(s.s.) |
| Faired or Repaired in place    | 3            |            |           |                           |                     |             |       | Stern Plate(s.s.) |

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to \_\_\_\_\_  
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 Drydocking 3.62, subject to indented bottom plating (port and starboard, forward) to be dealt with as necessary by Special Survey.

George S. McIntosh and J. M. Ruiz  
Surveyors to Lloyd's Register of Shipping

Date of Committee THURSDAY 19 APR 1962  
Minute Deferred for SS.

SS. 3.62 Subject  
MBS. 1.62 S.S. 3.62  
(Postponement of SS until 12.62 approved)



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage, Docking, Completion of Gen. Exam. for Postponement of Special Survey

| Items  | Now Examined<br>YES NO<br>or NONE | Tanks  | Now Examined Internally | Now Tested |
|--|-----------------------------------|--|-------------------------|------------|
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes                               | F.P. Tank (dry space)  | Yes                     | No         |
| Rudder lifted  |                                   | A.P. "   | No                      | No         |
| Weather Decks, Superstructures and Casings                                     | Yes                               | D.B. Tanks (indicate Oil Fuel and Cofferdams)                          |                         |            |
| Hatchways, Covers, closing and securing appliances                             | Yes                               | Fresh Water Tanks  |                         |            |
| Ventilator coamings, skylights, companionways and closing appliances           | Yes                               | Deep Tanks   |                         |            |
| Holds  | No                                | Oil Fuel Bunkers and Settling Tanks                                    |                         |            |
| Tween Decks  | No                                | Side Tanks   |                         |            |
| Fore Peak Spaces   | Yes                               | Wing Tanks   |                         |            |
| After " "  | No                                | Other Tanks  |                         |            |
| Engine Space   | No                                | Cargo Tanks (Tankers)  | -                       | -          |
| Boiler " "   | No                                | Cofferdams   | -                       | -          |
| Under Engines and Boilers  | No                                | Pump Rooms   | -                       | -          |
| Tunnel and Well  | No                                |  |                         |            |
| 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?                  | -                       |            |
|  |                                   | 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? Not required

Have the bilges been cleaned out and examined? No

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 in so far as examined is to be reported:—

|  |                    |  |              |   |                  |
|--|--------------------|--|--------------|---|------------------|
| Shell plating                                | Good               | Ceiling and Cargo Battens                          | Not examined | Sluice Valves examined and found  | None             |
| " " in way of side scuttles                  | Part examd. Good   | Cargo and other Hatchways                          | Good         | Air and Sounding Pipes  | Above Dk. Good   |
| Rudder and Sternframe                        | Good               | Hatches and closing appliances                     | Good         | Doubling Plates under Sounding Pipes  | Not examined     |
| Decks  | Good               | Ventilators, their coamings and closing appliances | Good         | Masts and Rigging examined and found  | Good             |
| Superstructures and their closing appliances | Good               | Companionways and Skylights                        | Good         | Condition, how ascertained (State if wedges removed)                          | From deck (None) |
| Coamings and Casings                         | Good               | Shell Openings                                     | Good         | Chain Locker  | Good             |
| Beams and Fastenings                         | Part examnd. Good  | Ash Shoots   | None         | EQUIPMENT   |                  |
| Frames                                       | Part examnd. Good  | Overboard Discharges and Scuppers                  | Good         | Equipment Letter  | 'S'              |
| Reverse Frames                               | Not examined       | Freeing ports                                      | Good         | Anchors, No. of 3B.1B   | Condition Good   |
| Longitudinals                                | None               | Steering Gear (Main and Auxiliary)                 | Good         | Cables (State if now ranged and examined)                                     | Good (Yes)       |
| Transverses                                  | None               | examined and found                                 | Good         | " length 440 mts, mean diam. 42 m/m   | least            |
| Floors                                       | Part examined Good | Windlass examined and found                        | Good         | " Rule Length 440 m.  | Size 46 m/m      |
| Keelsons                                     | Part examined Good | Pumps  | Not examined | Hawsers and Warps   | Sufficient       |
| Stringers                                    | Part examined Good | W.T. Doors   | Not examined | State if any Anchors or Chain Cable have now been supplied or retested, if so | NO               |
| Inner Bottom Plating                         | Not examined       |  |              | complete Report 8(Eq) and attach.   |                  |
| Bulkheads and Tunnel                         | Part examined Good |  |              |   |                  |

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

REMARKS, REPAIRS, Etc. (Contd.) Stern Plate, Faird in place, starboardside—No 4 from aft  
In way of above plating 1 Tween deck frame was renewed faird and refitted  
The stern plating in way was hose tested on completion of repairs.

Docking: As reported in Tables 1 and 2

Completion of General Examination

for postponement of Special Survey: The following parts have now been examined in accordance with Circular 1959 and in our opinion are in an efficient condition. In our opinion the General Examination is now completed and it is submitted to the Committee that the Owner's request for postponement of Special Survey until December next, merits their favourable consideration.

Compltn. of Gen. Exam. for  
Survey Fee of S.S. 1,300 pesetas and Surveyor's Fee (if any)  
Docking Survey 975 "  
Special Damage or Repair Fee (if any) 2,000 " Date when A/c. Rendered  
Travelling Expenses (if chargeable) c/a 150 "

Rpt. Cont. Sheet 1st.

Port of Bilbao

Continuation of Ship/Mchy. Report No. 13264

dated 20-3-62

on the S.S./M.S. "CABO HUERTAS"

- 1/ Examination in drydock of shell plating, rudder and sternframe
- 2/ Fore Peak and Chain Locker
- 3/ Anchors and cables were ranged and calibrated
- 4/ Windlass and steering gear (main and auxiliary) were examined

Repairs (wear and tear) Now done:—

Weather Deck Plating:— Stringer and adjacent inboard plate at aft end of No 2 Hatch on Port side were renewed.

First strake inboard of stringer plate, at aft end of No 4 Hatch, Port side, was renewed.

Chain Locker:— 3 Bulkhead plates, within the fore peak, were renewed.

Conditions of Class:— Indented bottom shell plating (port and starboard, forward) to be dealt with as necessary by Special Survey. — The above mentioned plating was specially examined at this time and is considered to remain efficient.

*[Signature]*

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