

Rpt. 8

Port Bilbao

11 OCT 1961

No. 13161

Date of writing Report 26th Sept. 1961

When handed in at Local Office

Received London

Survey held at Santander

No. of Visits 3

First Date 11 - 9 1961

Last Date 19-9 1961

## REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

05411

on the ~~Tow~~ or Steel ~~Wre~~

S.S.

"CABO PRIOR"

WRECK  
SECTION

Tons gross 3367

Built at Bilbao

By Whom Cia. Euskalduna

No

Year 1917 Month 1

Owners Ibarra y Cia., S.A.

Owners' address  
(If not already in R.B.)

Managers

Port of Registry

Sevilla

Surveyed Afloat or in Drydock Drydock

Name of Dock Santander

Date of last exam. in Drydock 19-9-61

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

Last Report: No.

To be filled in at Head Office.

Port

B60

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 13th Sept 1961 Secry.

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 -

Owners Superintendent -Not required

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

Unknown

## DAMAGE, DOCKING SURVEY AND

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY

(Ship 44 3/4 years old)

DAMAGE 1 - Stated to have been caused through collision with "Mar Adriatico" in the port of Bilbao on the 29th October, 1960.

Situating in way of bulwark plating on port side.

Damage 2 - Stated to have been caused through striking quay in Pasajes on the 4th September, 1961.

Situating on port side shell plating.

Damage 3 - Stated to have grounded at the port of Santander on the 8th September, 1961. Situating in way of port, bottom shell in No 5 D.B. tank.

Damage 4 - Stated to have been caused through striking quay wall at Santander on 16th September 1961.

Situating in way of starboard side shell plating.

## DAMAGE REPAIRS

Now done:-

Damage 1)

Bulwark plating, port side:- Removed, faired and refitted:- 2nd plate from stem and 2nd plate from fore end of poop bulwark

CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Knees	Other Items
Removed	3	1 pt						2-Bkhd Plates (part)
Removed and Faired or Repaired	1 (Doubled)						5	2-Bkhd Plates 4 stays
Faired or Repaired in place		7						

Has a Survey also been held on machinery of the Ship?

Yes

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

No

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 my opinion is eligible to remain as at present classed in the Register Book with fresh record of D.S. 9.61 subject to shell plates B. 12,13 (p.s.f.) and F9,10 (s.s.f) to be specially examined and dealt with as found necessary at Special Survey.

George S. McArthur  
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 31 OCT 1961

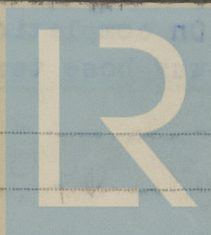
Minute

DS 9.61 subject to  
MBS 9.61

50m, 4, 59

(MADE AND PRINTED IN ENGLAND)

Note MBS Substantive Bk ~ pp SS.



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Lloyd's Register  
Foundation

00345-003502-0033 1/2



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DAMAGE, DOCKING, EXMN FOR POSTPT OF SPECIAL SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, stern frame and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	No
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes	Yes (No 1)
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	Yes	No
Holds (All)	Yes	Deep Tanks	No	
Tween Decks (All)	Yes	Oil Fuel Bunkers and Settling Tanks	No	
Fore Peak Spaces	Yes	Side Tanks	None	
After "	Yes	Wing Tanks	None	
Engine Space	Yes	Other Tanks	None	
Boiler	Yes	Cargo Tanks (Tankers)	-	
Under Engines and Boilers	Yes			
Tunnel and Well	None	Cofferdams	-	
Coal Bunkers	Yes	Pump Rooms	-	
Chain Locker	No			
Other Spaces				
		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 Repair?	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? **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 Long 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	Good	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement or Plaster	Good	Air and Sounding Pipes	Above Dk. Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	(Pt Exmd) 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)	Good
Coamings and Casings	Good	Companionways and Skylights	Not exmd.	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	Good	Equipment Letter	"u"
Reverse Frames (Part exmd)	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3 B 1s Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good	" length 270 mean diam. 1 3/4"	
Floors	(Part exmd) Good	Windlass examined and found	Good	" (on board) Rule Length 270 faths	15/16"
Keelsons	(Part exmd) Good	Pumps	Not exmd.	Hawsers and Warps	Good
Stringers	(Part Exmd) Good	W.T. Doors	Not exmd.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Inner Bottom Plating	(part exmd) Good				
Bulkheads and Tunnel	(part exmd) Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **A) None B) None**REMARKS, REPAIRS, Etc. (Contd.) **4 Bulwark stays in way of above bulwark plates, removed, faired and refitted****Damage 2) :- (Side shell plates numbered from forward)****Port side Renewed:- H 17****5<sup>th</sup> 2nd Deck beam knees in way of above damage removed, faired and refitted.****After bulkhead plating in No 4 hold p and s. cropped and part renewed, at shell.****On completion of above repairs the aft peak tank was tested and shell in way hose tested to my satisfaction.**

Survey Fee Docking 975 pts.

Exm. for postmt of S. 10,068 pts

Special Damage Repair Fee (if any) 3,400 pts.

Date when A/c. Rendered

Travelling Expenses (if chargeable)

770 Subs Exp. 310 pts.

Rpt. Cont<sup>n</sup>. Sheet 1st

Port of BILBAO

Continuation of Ship/Deck Report No. 13161 dated 19-9-61

on the S.S. **"CABO PRIOR"****Damage 3) - Found: B12,13 Bottom shell, p.s - Set up**

The Owner's Superintendent requested that repairs to the above mentioned plates be deferred until Special Survey and this is, in my opinion, a reasonable request which merits the favourable consideration of the Committee.

**Damage 4:-****Starboard Side Shell (Numbered from forward)****Found:- INDENTED:- F7,8,9,10;H3,9,10;J9,10,14****Now Repaired:- Renewed:- H9, F7 (part) (2)****Doubled (Temporary):- F10 (part) (1)****Frame 106 (from aft) - cropped and part renewed****Bottom bracket at fr. 106, faired in place.****7 frames in way of H9 were faired in place.**

On completion the above repairs, the side shell plating was hose tested to my satisfaction.

The Owners Superintendent requested that repairs to the remaining plates be deferred until Special Survey, and this in my opinion is a reasonable request which merits the favourable consideration of the Committee.

Of these plates it is considered that F9,10 (s.s.f) should be noted as Conditions of Class, and the remainder i.e. F8; H3,10,J9,10,14, Should be noted in the Appendix to the S.R. List.

**Docking:- Ship examined in drydock, as reported in Tables 1 and 2.****Examn. for Postponement of Special Survey:-**

Carried out in accordance with circular no 1959, and it is submitted that in my opinion the Owner's request for postponement of Spec. Survey for one year, warrants the favourable consideration of the Committee.

**Repairs (Wear and Tear);** All Rudder pintle bushes' renewed. Rod and chain steering gear opened out and overhauled. Minor wear and tear repairs satisfactorily effected at this time.

J.S.M.