

11. Oct. 1961

11 Oct. 1961

Rpt. 9

Date of writing report 20-9-61

Received London

Port BILBAO

No. 13161

Survey held at Santander

No. of visits 2

First date 11-9-61

Last date 19-9-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05411 Name S.S. "CABO PRIOR" Gross tons 3367 Date of build 1-1917

Owners Ibarra y Cia Managers Port of Registry Seville

Engines made 1917 By Gen. Mar. Eng. Wks. Type T 3 cy.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 180 lbs./ins2

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey M.B.S. General Examination

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
+100A1 D.S. 9.60	+ L M C
awning Dk. with Fb.	E S S 9.57
Dr 11.52	M B S 9.60
SS 9.57	TS (GL) 9.60
	S P S 9.60

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propeller Good Wear Down of Stern Bushes 2 mm Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft been drawn? No Date of Examination Has Shaft been changed? No

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods H.P. - Good

2 Valves & Gears L.P. - Good

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings Nos. 1 - 4

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is

in efficient condition and is in my opinion eligible to remain as Classed with fresh record

of M.B.S. 8.61, now.

Date of Committee TUESDAY 31 OCT 1961

Decision As now MBS 9.61

40m,358 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header



If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Ballast Pump -(p.s.) Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers ..... 36 Lub. Oil Coolers ..... 37 Heaters (state service) .....

38 Independent Air Compressors, Coolers & Safety Devices .....

39 Air Receivers & Safety devices—Main ..... 40 Auxiliary .....

41 Oil Fuel Tanks (Not forming part of hull structure) .....

42 Evaporators ..... 43 Have Evaporator Safety Valves been tested under steam? .....

44 Steering Machinery ..... 45 Windlass ..... 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) .....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors <u>Good</u>
b Exciters			m Motors <u>Good</u>
c Air Coolers			n Switchboards & Fittings <u>Good</u>
d Motors			o Circuit Breakers <u>Good</u>
e Air Coolers			p Cables <u>Good</u>
f Control Gear, Cables, etc.			q Insulation Resistance <u>Good</u>
g Insulation Resistance			r Steering Gear Generators and Motors <u>-</u>
h Insulating Oil Test			s Navigation Light Indicators <u>Good</u>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port and Starboard - Good AUXILIARY, DONKEY or PRESS .....

Superheaters .....

Safety Valves Port and Starboard - Good

Mountings, Doors & Fastenings All Good

Safety Valves Adjusted to { Sat. 160 Lbs./ins<sup>2</sup>  
Spt. ....

Boiler Securing Arrangements Good

Main Economisers ..... Exhaust Gas Heated Economisers .....

Steam Heated Steam Generators ..... Steam Generator Safety Valves Adjusted to .....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes-Good Forced Circulating Pumps .....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? ..... Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main ..... Auxiliary (over 3 in. bore) .....

Were Copper Pipes annealed? ..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested? .....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs:- Minor repairs and adjustments effected.

General Examination:- A General examination of the machinery for the postponement of the Engine Survey was carried out in accordance with circular No 1959 and as authorized by the Secretary's letter dated 13th September, 1961.

The Log books were examined and the machinery examined under working conditions. The Chief Engineer stated that the machinery had been operating satisfactorily.

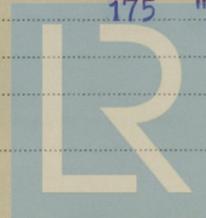
The parts now examined for G.E. were found or placed in good order and as the machinery operated satisfactorily under working conditions it is submitted that the Owner's application for postponement of the E.S. until September, 1962 favourably considered.

LEAVE THIS SPACE BLANK

Survey fees M.B.S. 3,840 Ptas.  
Eng. Exm. 1,815 "

Damage fee .....  
Expenses. S/A 900 "  
175 "

Date when A/c rendered .....



© 2020

Lloyd's Register Foundation