

Rpt. 9

Date of writing report 20-9-61

Survey held at Santander

Received London

No. of visits 2

Port BILBAO

First date 11-9-61

Last date 19-9-61

No. 13161

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05411 S.S. Name "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 continued 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) 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

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 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,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

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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 Good

Superheaters

Safety Valves Port and Starboard - Good

Mountings, Doors & Fastenings All Good

Safety Valves Adjusted to { Sat. 160 Lbs./ins2
Spt. Good

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes-Good Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes-Good Funnel Good

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

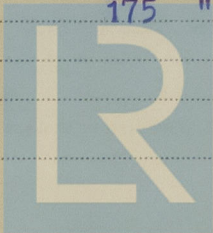
The parts now examined for G.E. were found or placed in good order and as the machinery operated satisfactorily under working conditions it is submitted that the Owner's application for postponement of the E.S. until September, 1962 favourably considered.

LEAVE THIS SPACE BLANK

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

Damage fee 900 "
Expenses S/A 175 "

Date when A/c rendered



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