

5c,10,40.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

31 DEC 1952

VESSEL'S NAME 'CABO PRIOR' REPORT Bbo. No. 11297

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) due 3,51 (Ship 35 years old).

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.		AMIDSHIP.						FORWARD.						AFT.						REMARKS.
		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.					
			Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
BRIDGE SHEER STRAKE	M	60	51	51	9	9	42	47	49	-	-	42	43	43	-	-				
Bridge Strake below	L	54	47	53	7	1	42	49	47	-	-	42	41	39	1	3				
SHEER STRAKE	K	54	49	53	5	1	42	51	47	-	-	42	43	47	-	-				
1st Strake below	J	58	55	41	3	17	46	51	49	-	-	46	43	47	3	-				
2nd " "	H	58	43	35	15	23	46	43	47	3	-	46	39	41	7	5				
3rd " "	G	58	59	51	-	7	46	51	41	-	5	46	43	37	3	9				
4th KEEL	F	54	43	49	11	5	42	47	43	-	-	42	41	41	1	1				
5th " "	E	56		CEMENT			44	41	49	3	-	44	37	39	7	5				
6th " "	D	56		"			44	43	42	1	2	44	39	41	5	3				
7th " "	C	56		"			56	47	41	9	15	44		STEALER			0 Renewed.			
8th " "	B	56		"			56	41	41	15	15	44	30	28	14	16				
9th " "	A	56		"			56	51	51	5	5	44		CEMENT						
10th KEEL		86		"			62					62		"						
11th " "																				
12th " "																				

Drillings at ends to be made in the vicinity of the peak bulkheads.

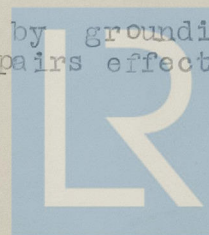
The class is subject to permanent repairs to indented bottom plating, etc. (p & s) at the next drydocking.

A SPECIAL SURVEY as above commenced Bbo.6,51.

The BILBAO Surveyors report (11,52), the ship placed in dry dock, the requirements (complete) of SPECIAL SURVEY (D) complied with and repairs effected to shell plating (p & s) also to deck plating and other items.

The thickness of the shell plating has been ascertained by drill testing with results as above which were previously approved.

Due to damage caused by grounding, contact with quay walls, and as above, permanent repairs effected to shell plating, etc. (p & s).



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"CABO PRIOR"

The ship has been converted to the burning of oil fuel in accordance with approved plans.

IT IS SUBMITTED the ship is eligible to remain as classed, with record of docking 11,52 and to have Notation of "ss.Bbo.11,52(Dr)" assigned as recommended, without special condition.

11,52 Bbo.)
ss.Bbo.11,52(Dr)) Without.

INSERT IN R.B.

"Fitted for oil fuel 11,52 F.P. above 150°F"
DT at centre amids. O.F.

[Signature]
[Signature]

OBM.
19.12.52



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