

15 DEC 1952

No. 11294

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 3rd Dec. 1952. When handed in at Local Office 5.12.52 Port of BILBAO

No. in Survey held at Bilbao Date, First Survey 14-7-52 Last Survey 17-11-1952. Reg. Book. (No. of Vessel 34.)

54556 on the Wood, Iron or Steel

S.S. "CABO PRIOR"

TONNAGE:  
GROSS 3367  
UNDER DECK 3175  
NET 1896

Built at Bilbao

By whom Cia. Euskalduna de Const.

When 1917

Owners Ybarra &amp; Co.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Seville.

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Euskalduna

Destined Voyage

Cell D B or D Ba feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 5865 Port Bcl

Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Offered

Society's Freeboard (if assigned) as painted on Ship and now verified

7 ft 8 1/4 ins.

Not required.

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

Not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY (D) Ship 35½ years old - RENEWAL FREEBOARD SURVEY - DAMAGE - O.F. CONVERSION and S.R.L.

## NOW DONE FOR SPECIAL SURVEY:-

Vessel placed in dry dock, shell plating and stern frame and rudder cleaned examined and re-coated. (Vessel undocked 4th November, 1952).

## EXAMINED:-

All holds, 'tween decks, fore and after peak spaces, coal bunkers, engine and boiler spaces, under engines and boilers, ash shoot, plating in way of ash shoot and side-lights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings and covers, air and (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	DE Plates	Other Items:-
Renewed ...	-	-	-	1 part	-	-	-	-
Removed and Fair'd or Repaired	11	2	-	1 part	-	-	-	-
Fair'd or Repaired in place	12	8	-	-	-	-	-	-

## PRESENT CONDITION OF THE

Good	Good	Good	Good
<ul style="list-style-type: none"> <li>aulking of Decks</li> <li>camings</li> <li>beams &amp; Fastenings</li> <li>Outside Plating</li> <li>" " in way of sidelights</li> <li>Frames</li> <li>Reverse Frames</li> <li>Longitudinals</li> <li>Transverses</li> <li>Floors</li> <li>Keelsons</li> <li>Stringers</li> <li>Inner Bottom Plating</li> <li>Have the Tanks been examined internally?</li> <li>Have the Tanks been tested?</li> </ul>	<ul style="list-style-type: none"> <li>Bulkheads</li> <li>Ceiling</li> <li>Cement or Asphalt</li> <li>Rudder</li> <li>Steering gear and its connections</li> <li>Windlass</li> <li>Have pumps been examined and found efficient?</li> <li>Have Sluice Valves been examined and found efficient?</li> <li>Have Watertight Doors been examined and found efficient?</li> <li>Have Ventilators and their Coamings been examined and found efficient?</li> <li>Air and Sounding Pipes</li> <li>Doubling Plates under Sounding Pipes</li> </ul>	<ul style="list-style-type: none"> <li>Engine Room Skylights</li> <li>Cool Bunkers, Openings, Covers, &amp;c</li> <li>Oil Bunkers</li> <li>Scuppers</li> <li>Cargo Hatchways</li> <li>Hatches</li> <li>Planking</li> <li>Caulking</li> <li>Treefalls</li> <li>Breastheads &amp; Stemson</li> <li>Transoms, Pointers &amp; Crutches</li> <li>Timbers of Frame at openings</li> <li>" " at other places</li> <li>Stringers, Clamps &amp; Shelves</li> <li>Sanding</li> </ul>	<ul style="list-style-type: none"> <li>Copper, or Y.M.</li> <li>(State if on Felt)</li> <li>When fitted, Month</li> <li>Boats</li> <li>Mast, Masts, &amp;c</li> <li>Condition, how ascertained</li> <li>Equipment letter</li> <li>Anchors, No. of</li> <li>Cables (State if now ranged)</li> <li>Length</li> <li>Wire length</li> <li>Chain Locker</li> <li>Reversers &amp; Wires</li> <li>Standing and Running Ropes</li> <li>Spills</li> </ul>

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of as No. 1-38."

This vessel is in good condition and is in our opinion eligible to remain as classed with fresh record of Survey 10,52 and to have notation of ss.Bbo.-11,52 (Dr.) assigned without special condition and "Fitted for oil fuel 11,52 F.P. above 150° F."

Survey Fee (per Section 29)	15, 150	Fees applied for, 5.12.52
Special Damage or Repair Fee (if any) (per Sec. 29)	8, 500	Received by me, 19
Travelling Expenses (if chargeable)	66	
Second Surveyor's Fee (if any)		

Committee's Minute

Character Assigned

11,52 Bbo., without spl. con.

S.S. Bbo. - 11,52 (Dr.)

S.10,52

+ LMC 11,52, without spl. con.

Fitted for oil fuel 11,52, F.P. above 150° F.

CERTIFICATE WRITTEN

Lloyd's Register

Foundation

Certificate required? If so, to be sent to







S.S. "CABO PRIOR"

(Continued)

DAMAGE (1). - Stated due to grounding in the 24th January 1948.Permanent Repairs now effected:-

No.1 keel plate removed, faired and re-fitted.

Strake B (p.s.) Nos. 4 and 5 removed, faired and re-fitted.

Strake C (p.s.) No.3 removed, faired and re-fitted.

Strake A (s.s.) No.3 faired in place.

Strake B (s.s.) Nos. 4 and 5 removed, faired and re-fitted.

Strake C (s.s.) No.4 removed, faired and re-fitted.

No.1 D.B. Tank (p.s.):

1 floor part renewed, remainder removed, faired and re-fitted.

Frame bar removed, faired and re-fitted.

4 intercostals removed, faired and re-fitted.

A few minor indents in several bottom plates in way of this damage were faired as considered necessary.

No.1 D.B. Tank (s.s.):

2 floors with frame bars faired in place.

On completion of repairs tank tested and found satisfactory.

DAMAGE (2). - Stated due to contact with Quay walls (Place and dates not stated).Repairs now effected:-

Shell (p.s.) "G" 3 faired in place.

"H" 4 removed, faired and re-fitted.

"I" 2,3, 4 faired in place.

"J" 8 faired in place.

Shell (ss.) "H" 3,4,5 faired in place.

"I" 1 removed, faired and re-fitted.

"I" 3,10,11 faired in place.

"J" 11,12 removed, faired and re-fitted.

"J" 13 faired in place.

Internals:-

Wing plate bunker bulk (s.s.) faired in place.

8 frames in way of damage faired in place.

1 frame cropped, removed, faired and re-fitted.

ALTERATIONS:-

Vessel converted to oil fuel burning at this time.

Oil fuel settling tanks constructed after end of No.2 hold at centre between frames 83-86. Oil gutterway fitted in Boiler Room. Donkey boiler recess bulkhead renewed. Nos. 2, 4, 5 and original dry tanks under boilers converted for the carriage of oil fuel.

All openings in centre line closed and tank top seams welded.

Cofferdams constructed between frames 61/2 and 62/3, i.e. at fwd, and after ends of F.W. tank. Sounding pipes, air pipes, suction pipes, etc, fitted in accordance with approved plans, rule requirements and circular No.1866.

Alterations carried out in accordance with or equivalent to approved plans and Secretary's letters.

(Continued)



S.S. "CABO PRIOR"

(Continued)

Plan No.1133 - Oil fuel settling tanks approved 19-9-52.

Plan No.1146 - Deck plating in way of oil fuel settling tanks,  
approved 17-10-52.

Plans returned herewith,

On completion of alterations deep tanks and D.B.Tanks pressure tested  
and found satisfactory.It is recommended a notation of "Fitted for oil fuel 11.52 F.P.above 150°F"  
be assigned.S.R.LIST:-Indented bottom plating, etc. (p.& s.) to be permanently repaired next  
dry docking. Now dealt with under Damage (1) above. It is submitted  
that this item be deleted from the S.R.L.

"

SHELL DRILLINGS (Approved per London Cable dated 29-7-52).

		<u>AMIDSHIP</u>			<u>FORWARD</u>			<u>AFT.</u>		
		Orig.	p.s.	s.s.	Orig.	p.s.	s.s.	Orig.	p.s.	s.s.
Sheer Strake	M	60	51	51	42	47	49	42	43	43
"	L	54	47	53	42	49	47	42	41	39
"	K	54	49	53	42	51	47	42	43	47
"	I	58	55	41	46	51	49	46	43	47
"	H	58	43	(X)	46	43	47	46	39	41
"	G	58	59	51	46	51	41	46	43	37
"	(F	54	43	49	42	47	43	42	41	41
" Bilge	(E	56			44	41	49	44	37	39
"	D	56			44	43	42	44	39	41
"	C	56			56	47	41	44		Stealer
"	B	56			56	41	41	44	(X)	(X)
"	A	56			56	51	51	44		
KEEL	66				62			62		Cement

Plates marked (X) renewed.

13.



© 2020

Lloyd's Register  
Foundation

0040 4/4