

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10-7-30 When handed in at Local Office 10-7-30 Port of BARCELONA

No. in Reg. Book Survey held at BARCELONA Date, First Survey 2-6-30 Last Survey 4-7-1930

82606. ~~3345~~ on the Wood, Iron or Steel **Se "ITIO IAJO"** (No. of Visits 7)  
TONNAGE - Built at Bilbao By whom Cia Euskalduna de Pañ When 1917 1  
GROSS 3367 Owners Cia Yacine Oleranea Owners' Address No recorded.  
UNDER DEK 3175 Managers Port belonging to Valen ca.  
NET 1896

Surveyed Afloat or in Dry Dock? Both Name of Dock BARCELONA D.D. Destined Voyage -  
WB=CeLDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.-All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3335 Port Bel

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.)

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Locking & Modification.**  
Now done: vessel placed in dry-dock, the bottom and inside cleaned, examined and coated.  
Hatchways, ventilators and coamings examined.  
Deck and general equipment examined and found in order.  
Repairs: 1 deck plate, starboard side in way of bunker trimming hatch, renewed.  
Modifications: A new lower tween deck, the scantlings in accordance with the approved plans of 7-3-29 (now enclosed) has been fitted. The workmanship, materials used in the construction are good. The fore and aft peak tanks have been tested after completion of the work, found tight. T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	
Decks <b>Good.</b>	State if Tanks have been examined inside <b>No.</b>
Caulking of Decks	State if Tanks now tested <b>Yes</b>
Coamings	Bulkheads <b>Good.</b>
Beams & Fastenings	Ceiling
Outside Plating	Cement or Asphalt (State which)
Breasthooks	Rudder <b>(See report) Efficient</b>
Transoms	Steering gear and its connections <b>Good.</b>
Frames <b>Good</b>	Windlass
Reverse Frames	Have Pumps now been examined and found efficient?
Longitudinals	Have Sluice Valves now been examined and found efficient?
Transverse	Have Watertight Doors now been examined and found efficient?
Floors	Have Ventilators and their Coamings been examined and found efficient? <b>Yes</b>
Keelsons	
Stringers <b>Good</b>	
Inner Bottom Plating	
	Dbing. Plates under Sounding Pipes <b>Good</b>
	Engine Room Skylights
	Coal Bunkers, Open'gs, Lids, &c.
	Scuppers
	Cargo Hatchways
	Hatches
	Planking of Wood Vessels
	Caulking ditto
	Treenails ditto
	Breasthooks & Stemson ditto
	Transoms, Pointers, & Crutches ditto
	Timbers of Frame at openings ditto
	Ditto ditto at other places ditto
	Stringers, Clamps & Shelves ditto
	Salting ditto (State if examined.)
	Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year
	Boats <b>Good.</b>
	Masts, Yards, &c.
	Condition, how ascertained <b>Inn. dock</b>
	(State if wedges removed) <b>No.</b>
	Sails
	Equipment letter
	Anchors, No. of <b>30 / B</b>
	Cables (State if now ranged) <b>No</b>
	length (on board) <b>State</b> size
	Rule length <b>Complete</b> size
	Hawser & Warps
	Standing and Running Rigging <b>Good.</b>

General Observations, Opinion as to Class, Recommendation, &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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pIND24, &c."  
This vessel, as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 7,30. The rudder main piece to renew at next dry-docking

Survey Fee (per Section 20) **Locking** : 100 Ptas Fees applied for, 13/7/30  
Special Damage or Repair Fee (if any) **Modification** : 200 Ptas Received by me. 18.7.1930  
Travelling Expenses (if chargeable) : 13 Ptas  
Second Surveyor's Fee (if any) :  
Surveyor to Lloyd's Register of Shipping. **Glen S. Thomas**

Committee's Minute) TUE. 12 AUG 1930  
Character Assigned **100A1 subject**  
**Amend decks.**  
FRI. 27 FEB 1930  
TUE. 19 MAY 1930  
FRI. 31 JUL 1931  
FRI. 10 JUN 1932  
TUE. 15 MAR 1933  
FRI. 25 APR 1933  
TUE. 18 OCT 1932  
FRI. 4 NOV 1932  
TUE. 23 MAY  
FRI. 24 MAR 1933

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

Is Certificate required? If so, to be sent to

003495-003502-0045 1/2

## STEEL S. "NO 1A30"

with reference to the middle manipiece which was previously recommended to be renewed at this dry-docking, through an error, the owners had omitted to order the new forging and requested that the middle might be re-examined with a view to fitting the new manipiece at the next docking.

The middle was, in the circumstances, very carefully examined and it is now recommended that the existing middle should be allowed to remain till the dry-docking, the owners having given a definite understanding that the new manipiece will be put in land without delay.

Wm. S. Thomas

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Lloyd's Register  
Foundation