

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 Survey held at BARCELONA

Date, First Survey 2-6-30 Last Survey 4-7-1930

Reg. Book.

(No. of Visits)

82606. 22485 on the Wood, Iron or Steel

Se "ITIO IAJO"

TONNAGE

Built at

Bilbao

By whom

Ca Euskalduna de Port

When

YEAR.

MONTH.

1917

1

GROSS 3367

Owners

Ca Yacine Oiteranea

Owners' Address

No recorded.

UNDER DEK 3175

Managers

Port belonging to

Valencia

NET 1896

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

BARCELONA

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

Particulars of Classification (which must be inserted 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 serially 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

Docking & 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, stbd side in way of bunker trimming Lath, renewed.

Modifications: A new lower tween dk. 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 & aft peak tanks have been tested after completion of

the work, found tight.

T.O.

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Paired or Repaired

Paired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblig. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at openings

Ditto ditto at other places

Stringers, Clamps & Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

(on board)

Rule length

Hawser & Warps

Standing and Running Rigging

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, 124," or "to remain as classed and to have record of survey, 124, 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 730. The molder main piece to renew at next dry-docking.

Survey Fee (per Section 20)

100 Pias

Fees applied for,

200 Pias

13/7/30

Special Damage or Repair Fee (if any)

13 Pias

Received by me,

Travelling Expenses (if chargeable)

13 Pias

18.7.1930

Second Surveyor's Fee (if any)

13 Pias

18.7.1930

Committee's Minute

TUE. 12 AUG 1930

FRI. 27 FEB 1931

TUE. 18 OCT 1932

Character Assigned

100A1 subject

TUE. 19 MAY 1931

FRI. 4 NOV 1932

1330

Awn. dk. w/flbd.

FRI. 31 JUL 1931

TUE. 23 MAY 1932

Amend decks.

FRI. 10 JUN 1932

FRI. 24 MAR 1933

TUE. 15 MAR 1932

FRI. 24 MAR 1933

Is Certificate required? If so, to be sent to

STEEL S. "TO TAO"

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
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