

14. NOV. 1966

Ship's Name SS/MS "CONDE DE ZUBIRIA" Port Bilbao

Processing Number: LR 507831 Gross tons 3256 Rpt. No. 14365

Port of Registry Bilbao Date of build 1918-1 Is there a Rpt. 9? Yes

No. of visits 3 First date 21-9-66 Last date 22-9-66

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) BBO 1425)

Date of completing rpt. 29-10-66 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued & copy herewith? - If surveyed in D.D. last date of examination 24-9-66

Has a Load Line Survey been held? No (Spanish Authority) Summer freeboard as verified 1369 mm.

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees DS. 1.225 Ptas. Rep. 2.144 Ptas.

Damage fee -

Expenses 240 Ptas.

S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for DOCKING AND REPAIRS

DOCKING:- Carried out at this time as detailed in this Report and Report 8 (A) attached.

REPAIRS:- 1) Bilge keel(ss) being distorted at its whole length, has been renewed at this time.
 2) 7 bullseye lights in E.R. skylight have been renewed.
 3) A few more items of minor nature have been dealt with at this time.

On completion repairs examined and tested to Rule's requirements where applicable.

Condition of Class No 258:- Nil.

S.R.L. Appendix No 18:- Nos 4 to 8 keel plates from fwd. set up. Examined and found to continue efficient.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~without~~ fresh record of dry docking. 9, 1966, subject to any outstanding condition which may at present be attached to the ship's class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Hermann A. Aschhoff
 Signed: H.A. Aschhoff.
 Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

DS 9.66
 MBS 9.66

TUESDAY 24 JAN 1967

FOR CHAIRMAN CLASSN. CTTEE

R. B. ... TS(3)

ALSO FOR

SPL FOR

TRO

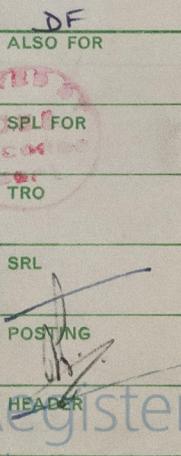
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taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

22 NOV 1966
 17 DEC 1966
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	†Condition		†Condition
Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes	Above deck - Good.
Rudder	Good.	*Casings	Good
Was rudder lifted?	No.	*Fiddley openings	Good
Plating, etc. in way of shell openings	Good.	*Skylights	Good
F.P. spaces	Not examined	*Flush deck scuttles	-
Chain locker	Not examined	*Deckhouses & companionways	Good
A.P. spaces	Not examined	*Superstructures	Good
Engine space	Good.	*Side, bow & sterndoors	-
Boiler space	Good.	*Side scuttles & deadlights	Good.
Under E. & B.	Not examined	*Ash shoots, etc.	-
Coal bunker	Not examined	Scuppers, discharges & valves	Not examined
Tunnel & well	Good.	Guard rails & bulwarks	Good
Duct keel	-	Freeing ports	Good
Cement, asphalt, etc. on btm. shell	Not examined	Gangways & lifelines	Not examined
Weather decks	Good.	Fittings & appliances for timber deck cargoes	Not examined
Sounding pipes with doublers under	Not examined	Means of escape:	
Windlass	Good.	(a) machinery spaces	Not examined
Masts & standing rigging	Not examined	(b) crew and passenger spaces	Not examined
Hand pumps & suction	Not examined	(c) spaces in which crew normally employed	Not examined
W.T. doors	Good.	Communications between:	
Fire equipment	Not examined.	(a) bridge & eng. room	Not examined
		(b) bridge and alternative steering position	Not examined
		Steering control systems (main and alternative)	Not examined
Other items:		Helm Indicator	Not examined
		Protection of aft steering wheel & gear	Not examined
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

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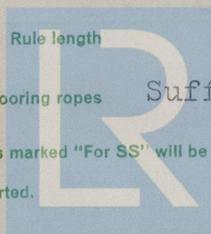
At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:— 22nd November, 1967 - Spanish Authority.

EQUIPMENT:

Equipment letter	u	State if ranged	Not ranged
Fee ltr., if diff. from eqpt. ltr.	-	Length on board	Stated complete
Anchors: No. on board	3 BA	Mean dia. range from	to
		Rule length	Dia.
		Mooring ropes	Sufficient.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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Ship's Name SS ~~119~~ "CONDE DE ZUBIRIA"

Dr. 1/57
S.S. (8/65) Due 8,69

Port Bilbao

Rpt. No. 14365

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
No. 1	Hold	Good.	(See illustrations in Register Book)		
"	'Tween decks	-	F.P. tank	No tanks	No tanks
			A.P. tank	examined	tested
			D.B. tanks & c/dams	at this	at this
No. 2	Hold	Good.		time.	time.
"	'Tween decks	-			
No. 3	Hold	Good.			
"	'Tween dks	-			
			O.F. bunkers		
No. 4	Hold	-			
"	'Tween decks	-			
No. 5	Hold	-			
"	'Tween decks	-			
			Settling tanks		
No. 6	Hold	-			
"	'Tween decks	-			
			Deep tanks		
			Side tanks		
	Cargo battens				
	Ceiling, etc				
			Other tanks		

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Signed: *H.A. Aschnöff*
Surveyor to Lloyd's Register of Shipping

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