



Lloyd's Register of Shipping

LOS ANGELES HARBOR
119 W. ANAHEIM STREET
P. O. Box 575
WILMINGTON, CALIFORNIA

August 12, 1958

PRINCIPAL SURVEYOR

NEW YORK

Dear Sir:

"ESPANA"

We are in receipt of your letter of 7th inst. concerning the London
request for Class reports on the above vessel.

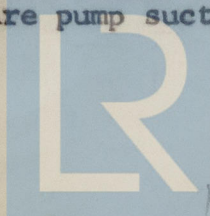
I have pleasure in enclosing reports 8 and 9 for the survey carried
out in the Dominican Republic during September 25 to October 3, 1957,
these reports include the survey carried out by the undersigned, together
with the items examined by Mr. E. Watson, the Surveyor at Kingston,
Jamaica, according to his list presented to me.

From information received during my survey, the vessel had been on
drydock for approximately two months, and partial scaling of the vessel's
hull had been carried out at various intervals, and the order to stop
further scaling was issued at the time of my visit.

Mr. E. Watson had attended the vessel on drydock prior to my survey
and had examined the propeller shafts, the port tailshaft being recom-
mended for no further use, was replaced at the time of my survey for
emergency use, - please see Mr. E. Watson's report regarding same.

I wish to point out that no proper preparation was made for the
carrying out of the Special Survey, except the opening up of all D.B.
tanks, peaks, and bunker tanks, and a general disinterest in the vessel
is shown, it was with some difficulty that the anchor cables were ranged
and the chain locker cleaned for examination, and also some of the avail-
able cofferdam tanks opened up. Some time was spent with the drawing
office personnel to indicate the necessity for plans of the layout of
the Emergency Fire Pump and Bilge Lines etc., as previously requested.

In addition to the general disinterest shown by the shipyard per-
sonnel, the knowledge of ship repairs appears to be very limited, as
indicated in the body of my report, where a D.B. vent pipe of 4" dia.
was renewed with a 2" dia. pipe, bilge pipes led through the engineroom
and W.T. bulkhead was left open where cut for the entry of the pipes,
also sounding pipes from the new fresh water tanks were left open in
the accommodation spaces and the emergency fire pump suction line with
gate valve had no means of closing.



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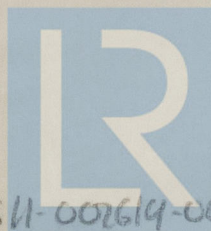
The Manager of the shipyard had been newly appointed and was an ex-
man of one of the Dominican Line cargo vessels and appeared to have
the knowledge of shipyard practice.

In view of the foregoing it was extremely difficult to indicate the
necessity for preparing the vessel for survey and to indicate the recom-
mendations for repairs, - Admiral Richards was the only person to whom
requirements for conducting a proper survey and recommending repairs
could be given, and he, being Chief of Staff of the Dominican Navy, could
not be reached by appointment.

It is the opinion of the undersigned that the Owner's Representatives
requesting the vessel to transport the vessel to another port where more experienced
shipyard personnel are available, would be a satisfactory arrangement.

Yours faithfully,

J. H. Lindley



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