

Rpt. 8

Port BARCELONA MAY 1958 No. 6798

Date of writing Report 14-5-58 When handed in at Local Office 14-5-58 Received London
Survey held at Barcelona No. of Visits 19 First Date 14-3-58 19 Last Date 3-5-58 19

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 05022 on the Iron or Steel M.S. S.S. "CABO RAZO" Tons gross 2878
Built at Bilbao By Whom Cia. Euskalduna When Year 1926-3 Month
Owners Ybarra y Cia Owners' address (If not already in R.B.)
Managers Port of Registry Sevilla
Surveyed Afloat or in Drydock both Name of Dock Barcelona Date of last examn. in Drydock 1-5-58

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 2650 Port Bdy
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+ LMC 9,53
12,56	MBS 10,56
S.S. (Dr) 2,46	d 10,56
S.S.:Bbo. 9,53	TS CL 11,55
Reclassified 2,46	sps 9,53

Give dates and references to any letters relating to this Report

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

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE .- Stated to have been caused by contact with Canovas wharf, Malaga, on the 25th February 1958.

DAMAGE FOUND.- Vessel placed in dry dock. Stern post twisted approx. 20° and 2nd gudgeon from top broken off. Rudder stock twisted approx. 45° and bent, and top pintle (integral with stock) broken off. Rudder plate buckled and twisted. Top rudder arm buckled. Brass bush in rudder quadrant slack. Brass facing ring between quadrant and tiller twisted. Quadrant boss face and tiller boss face both fritted.

DAMAGE REPAIRS EFFECTED.- Stern post disconnected at upper and lower scarphs, removed to repair yard, heated, faired and afterwards annealed and replaced. Top leg of stern post heated and faired in place. All scarph faces cleaned up. A new gudgeon forged with extended arms to fit stern post, veed, welded in place, (2nd gudgeon from top) and also plug welded to post at sides and annealed. A new rudder stock forged with integral pintle from tested material, and machined and fitted to rudder, after releasing, fairing and riveting rudder plate and fairing top rudder arm. Alignment of rudder and stern post gudgeons checked and bored true and before connecting up, moved freely by hand. Rudder quadrant brass bush renewed. Brass face ring between quadrant and tiller renewed. Quadrant and tiller replaced and tiller key renewed. All connected up and rudder tried over with hand and steam steering engine and proved satisfactory.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

Is Classification Certificate required? If so, to be sent to
Has Interim Certificate been issued? yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel so far as now seen is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of DS 5,58, subject to welded sternpost gudgeon (5,58) 2nd from top, being specially examined at next dry docking.

R.W. Stonehouse
Surveyor to Lloyd's Register of Shipping
R.W. Stonehouse & J. Marina.

THURSDAY 5 JUN 1958

Date of Committee

Minute

DS 5.58 subject

Write Bel.

Noted for Header

30m. 5.55

002816-002824-0068

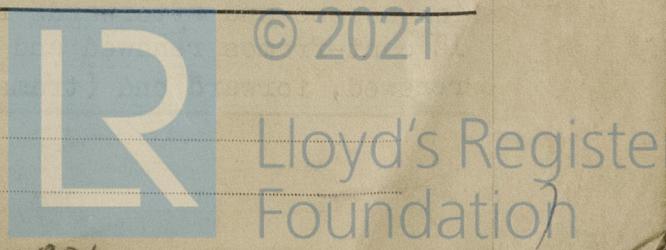


TABLE 1

DOCKING & DAMAGE

SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes	F.P. Tank		
Rudder lifted	yes	A.P. "		
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks		
Holds		Deep Tanks		
'Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After " "		Wing Tanks		
Engine Space		Other Tanks		
Boiler		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

If so, Report 8(Dr) to be attached

Have the shell and deck plating been drilled as per Rule?

If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected?

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	"	Cement or Asphalt	Air and Sounding Pipes ABOVE DECK good
Rudder and Sternframe	"	Cargo and other Hatchways good	Doubling Plates under Sounding Pipes
Decks	"	Hatches and closing appliances	Masts and Rigging examined and found good
Superstructures and their closing appliances	"	Ventilators, their coamings	Condition, how ascertained from deck
Coamings and Casings	"	and closing appliances	(State if wedges removed)
Beams and Fastenings	"	Companionways and Skylights	Chain Locker
Frames	"	Shell Openings	EQUIPMENT
Reverse Frames	"	Ash Shoots	Equipment Letter 1
Longitudinals	"	Overboard Discharges and Scuppers	Anchors, No. of 3B Condition
Transverses	"	Freeing ports	Cables (State if now ranged and examined) no
Floors	"	Steering Gear (Main and Auxiliary) good	" length stated mean diam.
Keelsons	"	examined and found	(on board) complete Size
Stringers	"	Windlass examined and found	" Rule Length complete Size
Inner Bottom Plating	"	Pumps " " "	Hawsers and Warps sufficient
Bulkheads and Tunnel	"	W.T. Doors " " "	State if any Anchors or Chain Cable have
			now been supplied or retested, if so,
			complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.) For access to the stern frame, port and starboard shell plates in way were released and afterwards refitted. One shell plate in way of scarp, on port side, cropped and part renewed and afterwards replaced, butt veed and welded, seams reriveted. Screwshaft partly withdrawn and afterwards replaced. Attempts were made to withdraw the stern tube for access, but it was found impossible to move. Stern tube nut renewed. A new coffin plate with doubling fitted. Marks on new rudder stock LLOYD'S 4724 28-3-58 RWS BCL. JM 29-4-58. 2 steering flat deck plates removed for access and afterwards replaced. Port and starboard aftermost counter plates renewed. 18 cant-frames renewed and several brackets. Rudder post trunk port and starboard sides renewed, forward end (tramson floor) taking top end of stern frame) welded doubler fitted

Survey Fee DS 850.-

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 7,500.-

Date when Alc. Rendered 14-5-58

S.A.P. 500.-

Travelling Expenses (if chargeable) 650.-

6798

"CABO RAZO."

14-5-58

in way of trunk and top end of stern frame reriveted. All disturbed work recoated.

DRY DOCKING.— In addition to the above, dry docking survey held.

OWNERS REPAIRS.— Shell plate, starboard B1 when cement removed, plate found wasted and now renewed.