





12 JUN 1953

Rpt. 9a.

Port of

BILBAO

First

Continuation of Report No. 11405 dated 21st May, 1953.

on the

ventilator coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens and boats.

Shell plating drilled and gauged - see list attached.

EXAMINED (INTERNALLY) AND TESTED:-

Fore and after peak tanks and all double bottom tanks.

All removals made as necessary and afterwards refitted.

New and disturbed work recoated.

WEAR AND TEAR REPAIRS:-

Shell - Plates Nos. from forward. Vessel has bar keel -

"A" strake is garboard strake.

Port Side-

Plate A1 part doubled - A14 renewed and A15 cropped and part renewed.

" B1, 13 & 14; C 1, 13 & 16 renewed - C2 removed, faired & refitted.

" D 1, 6, 11 & 14; E 15; F 7 & 16; G 1, 2, 3, 7, 8, 10, 12, 13, 14, 15 & 16;

H 1, 2, 3 & 4 renewed - H 16 part doubled - J 1, 2, 3, 4, 5, 6, 7, 8, 2,

10, 11 & 12 renewed - K 1, 2, 10 & 11 renewed - L 1, 2, & 9 renewed

Starboard Side-

Plates A 14; B 1; C 1 & 16; D 1, 2, 14 & 15 renewed - D 6 & 10 renewed.

F 4, 7, 8, 10 & 16 renewed; G 1, 2, 6, 7, 8, 12 & 13 renewed;

G 9 removed, faired and refitted; H 1, 2, 3, 9 & 16 renewed -

J 1, 3, 4, 9, 14 & 15 renewed - K 1 & 2; L 1, 2 & 9 renewed.

Upper Deck -

Stringer plating renewed complete port & starboard sides (except

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT OF STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Tons Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.			
X 539	1st Bower	1420	Kgs	-		27484	Kgs	1425	Kgs	CS. Head & Shank.	-	Ochandiano 27-4-53 JMR.
	2nd "											
	3rd "											
	Collective Weight											
	Stream.....											
	Kedge.....											

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length. F.M. qrs. mm.	Diam. mm.	Statutory. Kgs	Breaking. Kgs	Supplied. Kgs	Per Rule. Kgs	Length. Fathoms.	Diam. mm.			
X 445	83.59	39 1/2	44160	61770	2937		39 1/2	39 1/2	Stud Link Vicinay SA	OCHA.12-11-52 JMR	
X 444	56.84	39 1/2	"	"	1900		39 1/2	39 1/2	-do-	OCHA.12-11-52 JMR	
227	110.5	39 1/2	"	"	3828		39 1/2	39 1/2	Cad. y Forj.	DURGO.16-4-48 A.B.	
155	55.0	39 1/2	"	"	2010		39 1/2	39 1/2	-do-	DURGO.14-2-46 F.B.	
153	27.6	39 1/2	"	"	988		39 1/2	39 1/2	Vicinay SA	OCHA.6-4-46 AES.	

\* This cable is not new but has been previously used.

8 plates p.s. and 2 plates s.s.)

Total 26 plates renewed.

Deck plating renewed complete port & starboard sides (except 6 plates)

Total 84 plates renewed.

Stringer angle renewed complete, port and starboard sides.

Rudder -

Rudder Lifted. Rudder mainpiece renewed (see Forging Report attached)

Pintles & gudgeons overhauled. On completion of repairs rudder tried under working conditions and found satisfactory.

S.S. "CABO TORTONANA"Wear and Tear Repairs (Cont'd)Lower Deck -

11 stringer plates renewed - 6 (p.s.) and 5 (s.s.)

53 deck plates renewed.

Stringer angle renewed complete, port and starboard sides.

Boat Deck -

Tie plates and wood deck renewed complete.

Tank Top -

No. 2 hold - 3 plates renewed on starboard side.

Boiler room - tank top plating renewed complete; 13 plates.

Engine room - 2 tank top plates renewed on starboard side.

Margin plate renewed throughout (except 3 plates at fore end in way of No. 1 D.B. Tank).

Floors -

All floors in way of Nos. 2, 3 and 4 double bottom tanks

reinforced with 2 vertical angles each side .90 x 90 x 11 m/m.

Frames -

In way of Nos. 1, 2, 3 and 4 holds - 140 frames were cropped and part renewed extending from bilge to tween deck.

Bulkheads -

No. 1/2 hold - Coaming plate renewed complete.

No. 3/4 hold - Coaming plate renewed complete.

After peak - 2 bulkhead plates renewed and 1 plate doubled.

3 floor plates renewed. Stringer plate renewed complete, port and starboard,

4 floor plates part renewed.

Thrust recess -

4 plates and 6 stiffeners renewed complete.

Tunnel -

1 plate renewed and new coaming plate 15" deep fitted throughout.

Bridge Deckhouse -

Coaming plates in all deck houses and erections renewed complete.

15 other plates and 20 angle stiffeners and brackets connections renewed.

Casing top and sides of Boiler & Engine Room spaces -

9 plates and coaming plates renewed.

6 angle beams - 10 angle stiffeners and bracket connections renewed.

Masts -

Forward and main masts renewed.

All standing and running rigging renewed.

Air and sounding pipe arrangements renewed complete.

Bulwark plating and stays 90 % renewed.

Steering gear chains renewed complete with tested quality chain.

Sheaves, blocks, pins and rods overhauled and made good as necessary.

(Continued)



17 JUN 1953

Rpt. 9a.

Port of

BILBAO

Second

Continuation of Report No. 11405

dated

21st May, 1953.

on the

S.S. "CABO TORINANA"DAMAGE REPAIRS (Cause not stated)

Port side, shell - Plate Nos. G 5; H 5, 12 &amp; 13; J 13, 14 &amp; 15; K 14 &amp; 15 renewed.

Plate Nos. K 4, 13, 14 &amp; 15 removed, faired and refitted.

Starbd. side, shell -

Plate Nos. J 2 and K 3 renewed.

Plate Nos. G 4 and 5; H 4 removed, faired and refitted.

In way of the above Damages, 23 frames were cropped and part renewed.

On completion of the repairs, the shell was hose tested and found satisfactory.

CONVERSION TO OIL FUEL:-

Bunker tanks for the carriage of oil fuel (F.P. above 150° F) were constructed at sides of Boiler Room, extending from frame Nos. 53 to 66 (p.s.) and frames Nos. 52 to 66 (S.s.).

An oil gutterway was fitted in the Boiler Room.

Nos. 7, 2 and 3 double bottom tanks and the Dry Tank under the boilers were ~~also~~ converted for the carriage of oil fuel. No. 3 tank extended aft to Fr. 12 (ie. 4 sp). All openings in the centre line were closed and tank top seams of plating electric welded. For tank capacities please see sheet No. 3.

Cofferdams were constructed between frame Nos. 92 - 93, 56 - 57, 48 - 49, i.e. at ends of P.W. tanks in Engine Room and No. 1 D.B. tank.

Sounding pipes, air pipes, suction pipes, etc. were fitted in accordance with the approved plans, rule requirements and Circular 1866.

All new work and alterations were carried out in accordance with or equivalent to the approved plans and Secretary's letters.

Plan No. 1402 of Oil Fuel Bunker Tanks, approved.

Plan returned herewith.

On completion of alterations the O.F. bunkers tanks and D.B. tanks were pressure tested and found satisfactory.

It is recommended that a notation of "Fitted for Oil Fuel 4, 53 F.P. above 150° F" be assigned.

Air pipes fitted with double wire gauzes and canvas covers supplied.

ALTERATIONS:-

The platform deck extending from frames 13 to 48 was removed and a stringer fitted to side shell, port and starboard sides, in lieu of same.

The stringers were formed of 12 m/m. plating, 700 m/m. deep and fitted with 120 x 120 x 13 m/m. face angles.

Web frames to the side shell were fitted at frame Nos. 21, 28, 35 & 42 and extended from tank top to Lower Deck.

The deck pillaring and girders at the Upper and Lower Decks, were modified to suit this arrangement in accordance with the approved plans.

In addition to Upper Deck beams were reinforced by fitting 90 x 90 x 9 m/m. reverse angles to alternate beams, from frame Nos. 15 to 47.

All new work and alterations were carried out in accordance with or equivalent to the approved plan and Secretary's letters.

Plan No. 1403 - New Arrangement of Girders and Pillars at Upper and Lower Decks and Removal of Platform Deck

between Frame Nos. 13-48, approved 1/12/53.

Plan returned herewith.

(Continued)



S.S. "CABO TORIÑANA"MODIFICATION TO STEM:-

Stem bar cropped at approximately 6'-4" above base line and raised forward 3 feet at upper deck. Crop electric welded.

All shell plates, deck plate, etc. in way of modification renewed. Additional frames fitted as necessary.

EQUIPMENT:-

(See London letter dated 25th April, 1953).

Cables ranged found 8 lengths (p. & s.)

12 lengths renewed at this time; for particulars see Report. New lengths verified with Certificates.

6 of the original lengths found in good condition, mean dia. 38 to 39 m/m. and retained on board.

The vessel has now 18 lengths of cable (9 ps.) and (9 ss.), i.e. 2 lengths above rule requirements.

One new bower anchor was supplied at this time for particulars see report. Anchor verified with certificate.

The vessel has now on board 3 bower anchors and 1 stream anchor.

Freeboards assigned by Spanish Authorities.

Shell Drilling List (approved per London letters dated 6.5.52 and 18.8.52)

STRAKE	AMIDSHIPS.			FORWARD.			A F T.		
	Org.	P.	S.	Org.	P.	S.	Org.	P.	S.
Bar Keel	-	-	-	-	-	-	-	-	-
"A"	.55	.55	.50	.50			.50		
"B"	.50	.50	.50	.50			.40		
"C"	.45	.43	.45	.45			.40	.35	.35
"D"	.55	.55	.55	.45			.45	.40	.34
"E"	.55	.50	.48	.40	.52	.44	.45	.38	.38
"F"	.55	.55	.55	.46	.46	.46	.40	.36	.40
"G"	.50	.50	.50	.40	.40	.40	.40	.32	.38
"H"	.50	.50	.44	.40	.40	.40	.40	.36	.40
"J"	.50	.48	.48	.40	.44	.42	.40	.40	.40
"K"	.50	.44	.44	.40	.40	.42	.40	.40	.40
"L" Sheer	.55	.56	.60	.45	.44	.46	.45	.45	.30

The plates underlined in red were renewed.

TANK CAPACITIES.-

No.1 D.B. tank F.W.	- 62 tons F.W.
No.2 D.B. tank OF. or WB.	- 101 tons S.W.
D.B. tank under Boilers OF. or WB	- 29 tons S.W.
D.B. under machy. space F.W.	- 25 tons F.W.
No.3 D.B. tank OF. or WB.	- 97 tons.
Wing bunker (ps.) O.F.	- 55.25 tons.
" " (ss.) O.F.	- 64.5 tons.

It is recommended that the notation in the Register Book,

Cell DB a 61' uE&B 33' f 94' 31st. be amended to Cell DB 196' 31st side tanks in machy space 25' (ps) 27' (ss) OF.