

(Received at London Office) -9 SEP 1936

No. 14

SURVEY for REPAIRS, &

in at Local Office 8th Aug 1936 Port of Buenos Aires

Date, First Survey 6th August Last Survey 7th August 1931

Ship & M.V. "Cabo San Agustin"

By whom Soc. Española de Const. Naval When 1931 9

Owners Juan & Co.

Owners' Address (if not already recorded in Appendix to Register Book).

Managers

Port belonging to Seville

Surveyed Afloat or in Dry Dock? Yes Name of Dock New Port A Destined Voyage Barcelona

Cell DBor DBa feet; uE&B feet; f feet capacity tons; FPT tons; APT tons; MT feet tons.

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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 14475 Port Gen

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Start and now expired.	Machinery and Boiler
for Special Survey.		Survey (including date of N.M., if any).
Date of last survey and of Periodical Surveys.		
+100A1 with		+L.M.C.
freeboard 6.35		C.S. 8.35
		9.34
		O.G.
		P. 7.34
		S. 6.35

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined Not required

Society's Freeboard (if assigned) as painted on Ship and now verified

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

AIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by an outbreak of fire in No. 3 sheller deck, first noticed on the 30th July, extinguished on the 5th August, 1931. On examination after the cargo had been discharged, found on port side of the No. 3 sheller deck. The cargo was from after bulkhead in 1st stowage from envelope. The 1st plate in adjoining stowage slightly buckled. On port side of after bulkhead two plates in upper stowage slightly buckled. On port side of after bulkhead two plates in upper stowage slightly buckled. A hole cut in the lower outboard plate for access to fire. In view of the slight nature of the damage, which does not affect the efficiency of the vessel, it is recommended to the first convenient opportunity. The hole cut in after bulkhead of No. 3 sheller deck has now been closed with a rivetted plate patch & made tight.

TABLE OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

ing of Decks	Good	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
ings	"	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt)
s & Fastenings	As above	Bulkheads	Engine Room Skylights	When put on, Month Year
le Plating		Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
" in way of sidelights		Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
thooks		(State which.)	Scuppers	Condition, how ascertained
oms		Rudder	Cargo Hatchways	(State if wedges removed)
es		Steering gear and its connections	Hatches	Sails
se Frames		Windlass	Planking of Wood Vessels	Equipment letter
itudinals		Have pumps now been examined and found efficient?	Caulking	Anchors, No. of
verses		Have Sluice Valves now been examined and found efficient?	Treenails	Chain Locker
s		Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
ons		Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches	" length (on board) mean diam.
gers			Timbers of Frame at openings	" Rule length
r Bottom Plating			Ditto Ditto at other places	Hawser & Warps
			Stringers, Clamps & Shells	Standing and Running Rigging
			Salting	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to be continued as classed, subject to repairs to the No. 3 sheller deck & after bulkhead being effected at the first convenient opportunity.

Survey Fee (per Section 20)	£	Fees applied for, 7 th Aug 1936
Special Damage or Repair Fee (if any) (per Sec. 20)	\$ 184.00	Received by me, 8 th Aug 1936
Shipping Expenses (if chargeable)	\$ 6.00	
Surveyor's Fee (if any)	£	

Surveyor's Minute
Assigned
Deputed
Comp.

FRI. 18 SEP 1936
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