

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 7th December 1944 When handed in at Local Office 7th December 1944 Port of Bilbao

No. in Survey field at Bilbao Date. First Survey 21st November Last Survey 21st November 1944
eg. Book. 71203 on the Machinery of the ~~Wood, Iron or Steel~~ SS. "CABO LA PLATA" (No. of Visits One)

Gross Tonnage 2002 Vessel built at Grangemouth By whom Greenock & Grangemouth Dock Co. When 1908-11
Net Tonnage 1323 Engines made at Stockton By whom Blain & Co. Ltd When 1908
Nominal Horse Power 187 Boilers, when made (Main) 1908 (Donkey) 1908
No. of Main Boilers 2 Owners Tharaj Cia Owners' Address as recorded
No. of Donkey Boilers 1 Managers as recorded (if not already recorded in Appendix to Register Book.)
Steam Pressure— in Main Boilers 180 lb Port Spain Voyage
in Donkey Boilers 100 lb If Surveyed Afloat or in Dry Dock dry dock (State name of Dock.) C. S. Walduna

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 H. 1. Furnaces etc. with bulboard 5.43		+ L.M.C. 10.37
SSBbo 2nd No 3-5.33		B.S. 6.44
SSBbo No 4 - 37		T.S. (C.C.) 11.41

Particulars of Examination and Repairs (if any) T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey ✓

If this was not done, state for what reasons ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 21/11/44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ruined

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done T.S. complete.
Now Done: - Vessel placed in dry dock tail shaft stern bush all outside fastenings and sea connections examined and found satisfactory

General Observations, Opinion, and Recommendation: This vessel machinery so far as now seen
(State clearly what alteration, if any is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B. & M.S. 9.11, * L.M.C. 9.11 or * L.M.C. 140 lb. F.D., &c.)
is in my opinion eligible to remain as classed with fresh record of T.S. (C.C.) 11.44.

Survey Fee (per Section 29) £ 7/6 : 150 Fees applied for 16/12/1944
Special Damage or Repair Fee (if any) (per Section 29) £ : Received by me, 19
Travelling expenses (if chargeable) £ :
Committee's Minute FRI. 2 FEB 1945
Assigned No action

Manuel Fernandez
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is a Certificate required? If so, to be sent to