

Date of writing Report..... 5 Sept 1910 When handed in at Local Office..... 19..... Port of Barcelona

No. in Reg. Book. Survey held at Barcelona. Date, First Survey 7 July Last Survey 11 August 1910.

(No. of visits eight)

No. in Reg. Book. *Survey held at Barcelona.* Date, First Survey *9 July* Last Survey *11 August 1910.*
(No. of visits *eight*)

1105 on the ~~Wood, Iron or~~ Steel Ciudad de Reus. Master E. C. Pracartequi
TONNAGE:- Built at Grangemouth By whom Grangemouth Ship Co. When 1893. 2.
GROSS 1608 Owners La Mutua Sociedad Anonima Port belonging to Barcelona.
UNDER DK. ✓

NET 1250

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

Surveyed Afloat or in Dry Dock? *both* Name of Dock *lifting.* Destined Voyage *Philadelphia.*

WB=Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet; }
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons. }
 Particulars of Classification (which must be inserted
 precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

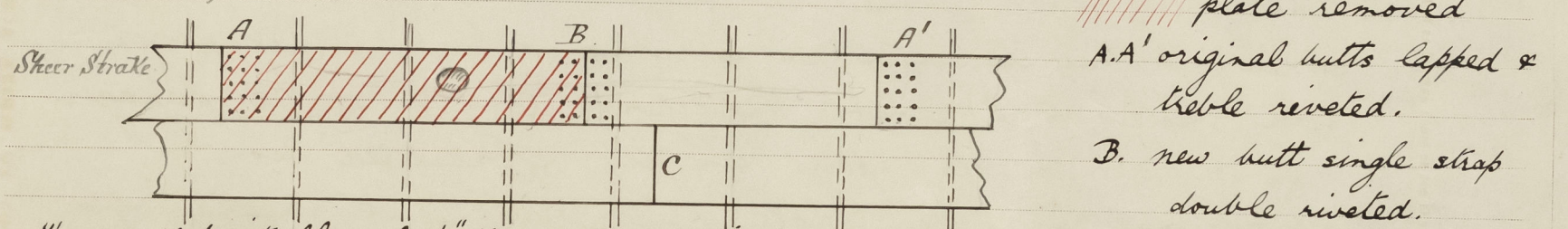
Last Report, No. Port + 100 A/. + LMC 6.04

Periodical Surveys, when held, must be reported in detail and serialism 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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? _____

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Survey of repairs*

On the starboard side aft abreast of the engines and in way of one of the cabins the sheer strake was found corroded and cut out without advising me it was cut thus: |||||



The new plate itself nearly $\frac{1}{8}$ " thinner than the original one. c. Butt in adjoining strake
I at once pointed out to the master that this repair could not be passed for the
following reasons.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									

PRESENT CONDITION OF THE		Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.....
Decks		Inner Bottom Plating	Engine Room Skylights	(State if on felt.)
Caulking of Decks		State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Waterways		State if Tanks now tested	Scuppers	Boats
Coamings		Bulkheads	Cargo Hatchways	Masts, Yards, &c.
Beams & Fastenings		Ceiling	Hatches	Condition, how ascertained
Outside Plating		Cement or Asphalt	Planking	(State if wedges removed)
Caulking of ditto		(State which.)	of Wood Vessels	Sails
Rivets		Rudder	Caulking	ditto
Breasthooks & Crutches		Steering gear and its connections	Treenails	ditto
Transoms		Windlass	Breasthooks & Stemson	ditto
Frames		Have Pumps now been examined and found effi-	Transoms, Pointers, & Crutches ditto	Equipment letter
Reverse Frames		cient ?	Timbers of Frame at openings	ditto
Floors		Have Sluice Valves now been examined and found	Ditto ditto at other places ditto	„ length
Keelsons		efficient ?	Stringers, Clamps & Shelves	(on board)
		Have Watertight Doors now been examined and found	Salting	„ Rule length
		efficient ?	(State if examined.)	size
				Hawser & Warps
				Standing & Running Rigging

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, 1,10,” or “to remain as classed and to have record of survey, 1,10, and the notations of ss No. 1-10 and ptND10, &c.”

As the repairs to sheer strake are not in accordance with the Regulations and were carried out in spite of both verbal and written protest made when there was ample time to carry out the said repairs in a proper manner I beg leave to recommend that the said repairs be considered as only provisional and to be made permanent before next December.

Survey Fee (<i>per Section 20</i>)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	:	:	19.....
(<i>per Sec. 20</i>)				
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				19.....
Second Surveyor's Fee (if any)	£	:	:	

(Signed) Albert Munton,
Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute

Character Assigned

© 2021
Lloyd's Register
Foundation

W362B15-0004

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

- 1st. Plates must be equal to 6 frame spaces.
 - 2nd. No butts in adjoining strakes can be nearer than 2 frame spaces.
 - 3rd. That the new plate cannot be of less thickness than the original one.
 - 4th. That the butts must at least be equal to the original ones
- The Repairs as being carried out did not fulfil any of these requirements.

The plate had been cut on the 19th or 20th. I saw it on the 21st and at once advised the Master as above - On the 22nd finding that the repair was being proceeded with. I again called the Masters attention to the impossibility of admitting it and wrote to the Company as per copy enclosed - I could get no reply from either Master or Manager except that, if the Committee insisted on it the plate would be entirely renewed when the vessel was again in Barcelona.

As there would have been ample time to renew the whole plate and I pointed out the dead loss it would be to the owners' if they persisted in carrying out the repairs in the form objected to I cannot understand the action of the manager. In my opinion the repairs can only be considered as provisional and the whole plate ought to be renewed before December next. This especially as the engines are far aft and

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

I understand cause a great deal of vibration.