

STEEL STEAMER or MOTORSHIP.

18 JAN 1932

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES.**Date of completion of report **12th Jan 1932.**Port of **BILBAO.**No. **8054**Survey held at **BILBAO**Date First Survey **16th Dec. 1929**Last Survey **30th Dec.****1931.**On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) **TWIN SCREW MOTOR SHIP "CABO SANTO TOME" (MACHINERY FITTED AMIDSHIPS.)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Greenings) **COMPLETE SUPERSTRUCTURE, GENERAL CARGO & PASSENGER VESSEL** State Type of Erections **LONG BRIDGE & FORECASTLE.**

TONNAGE under Tonnage Deck...

6214CLASS ***100 A1**State if with freeboard as condition of Class **YES.**Built at **BILBAO.**

Do. of space or spaces between Tonnage Dk. and Upper Dk.

2325Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **147.060**Launched **15th August 1931** Yard No. **39.**

Total

8539Breadth (greatest moulded) **B 19.280**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 11.280**Builders **SOCIEDAD ESPAÑOLA DE CONSTRUCCION NAVAL.**Owners **YBARRA & Co., SEVILLE.**Tonnage **11.868**Tonnage **7.521**1st Longitudinal Number (L x D) **= 1659**2nd Numeral L x (B + D) **= 4494**Managers **✓**

(Where necessary to be entered in Reg. Book.)

TERED DIMENSIONS. FEET.

482.5Framing Depth "d," at middle of length. See Sec. 3 (1d) **4.41**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.03**Residence **SEVILLE.**Port of Registry **SEVILLE****63.35**Do. Long Bridge to top of keel **25'-3 3/8"**

If surveyed while building, afloat, or in dry dock

34.37Draught Moulded **25'-3 3/8"****BUILDING & AFLOAT.**

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M. M. IN SHIP.	Any Departure from Approved Plans to be Noted.		M. M. IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	800		Bracket Floors, Frame	BA. 2286 88.9 11.5	
" from 3/4 length to Collision bulkhead	685		" " Reversed Frame	BA. 216.9 76.3 12	
" in peaks	610		" " Vertical Struts	BA. 176 76 10.2	
HING.			Centre Girder, depth and thickness amidships	1170 x 16.	
amidships, Angle, \angle or \square	241.3 88.9 11.5		" " top Angles	90 90 14	
" Extends up to UPPER DK.	190.5 88.9 10		" " bottom Angles	130 130 16.5	
Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	TWO x 11	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	1000 x 14	
Framing Girder	241.3		" " Vertical Angle to Tank side Bracket abaft 3/4 len. from stem AS. APPROVED	90 90 12	
in Uppermost Continuous 'tween Decks, Angle, \angle or \square	190.5 88.9 10		" " Vertical Angle to Tank side Bracket forward 3/4 len. from stem AS. APPROVED	150 150 15.5	
Second 'tween Decks, Angle, \angle or \square	190.5 88.9 10	ALTERNATE.	" " Gussets, spacing and scantling abaft 1/4 len. from stem	CONTINUOUS GUSSET x 11.	
Third " " "	241.3 88.9 11.5		" " Gussets, spacing and scantling forward 1/4 len. from stem	" x 11	
in Peaks, Angle or \square	190.5 88.9 10		Tank Side Brackets, height above base line at toe of Frame and thickness	1775 x 12	
and Spacing of Rivets through Frame and Shell Plating amidships	22-6 1/2 DIA'S		INNER BOTTOM PLATING.		
Frame Joggled YES	WEB FRAME SYSTEM.		Breadth and thickness of Middle Line Strake	1420 x 14	
ARRANGEMENTS (Sec. 7), state system and particulars	IN FORE PEAK TANK. 2 STRINGERS 990 x 9 BEAMS 5 283 x 89 x 12 ON ALTERNATE FRAMES.		Thickness of remainder in Holds	12	
FINING OF BOTTOM FOR	ABFT PEAK. WEB FRAMES 585 x 10.5 FACE ANGLES 170 x 90 x 15 SPACED 4 FRAME SPACES. 3 STRINGERS 585 x 8.5.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	YES.	
State Particulars	MID. RULE THKS. OF BOT. PLATING MAINTAINED 3 STRAKES TO COLL. SKID. BOT. FRAMES DBLD. FROM 3/8 L. TO COLL. BULK. RIVETING OF FRAMES TO SHELL 5 1/2 DIA'S. 2 ADDITIONAL 1/2 HEIGHT GIRDERS SPACED ABOUT 4'-0" APART P & S.		Uppermost Continuous Deck, amidships	241.3 88.9 11.5	
Depth and thickness at mid-line in Holds			" in Wells, Angle, \angle or \square	241.3 88.9 11.5	
Height of Brackets at side above base line at toe of frame			" in way of Bridge, Angle, \angle or \square	800	
Line Keelson, on Floors, Angles, \square or \angle			Spacing	800	
" Through Plate or Intercostal Plate			Second Deck, amidships, Angle, \angle or \square	267 88.9 13	
" Foundation Plate on Floors			Spacing	800	
" Flat Plate Keel Angles			Third Deck, amidships, Angle, \angle or \square	241.3 88.9 13.5	
ons, No. each side			Spacing	800	
" thickness of Intercostal Plate			Fourth Deck, amidships, Angle, \angle or \square	✓	
" Angles			Spacing	✓	
DOUBLE BOTTOM.			BOAT Deck, Angle, \angle or \square	203.2 76.2 12	
Solid Floors, thickness and spacing	11 x 2400		Spacing	1200 To 1350	
" Are Frame and Reversed Frame joggled?	FRAME YES REVERSE No.		PROMENADE & Bridge Deck, Angle, \angle or \square	241.3 88.9 11.5	
Bracket Floors, breadth and thickness at middle line	850 x 11		Spacing	800.	
" breadth and thickness at margin plate	880 x 11		Forecastle Deck, Angle, \angle or \square	255 88.9 13	
			Spacing	228 88.9 12	
				685 & 610.	

PILLARS AND DECKS.

		PILLARS AND DECK.		PILLARS AND DECK.		PILLARS AND DECK.		PILLARS AND DECK.	
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PILLARS, No. of Rows.....		WIDE SPACED		Stringer Plate, breadth and thickness in way of Bridge		✓			
" in 'tween Decks, Size and Spacing.....		PILLARS IN HOLDS		Thickness of Plating abreast Deck openings in way of Wells		✓ 10.5 To 8			
" " " " "		& TWEEN DECKS		Thickness of Plating abreast Deck openings in way of Bridge		✓ 10.5 To 9.			
" in Holds " "		TUBULAR AS PER		Thickness of Plating within line of openings...		✓ 8			
" " " " "		APPROVED PLAN.		If Sheathed, material and thickness		✓			
Centre Line Bulkhead.				Third Deck.					
Stiffeners and Spacing.....		B.A. 152 76 10		Stringer Plate, breadth and thickness.....		1300 x 8.5			
Plating, thickness of		800.		If Plated, state thickness.....		7.5 (8.5 IN WAY OF DEEP TK.)			
		7.5							
STRINGERS AND DECKS.				Fourth Deck.					
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		✓			
Stringer Plate, breadth and thickness in Wells		1685 x 21 to 11.		If Plated, state thickness		✓			
" " " " in way of Bridge		11.5		BOAT					
" " " " Angle in Wells		150 150 21		Deck.					
Thickness of Plating abreast Deck openings in way of Wells		16.5		Stringer Plate, breadth and thickness		1675 x 8.5			
Thickness of Plating abreast Deck openings in way of Bridge		10.5 16.5		Plating, Sheathing, material and thickness ..		5" x 2 3/4" OREGON PINE.			
Thickness of Plating within line of openings...		9		PROMENADE					
If Sheathed, material and thickness		AFTER END. 5" x 2 3/4" OREGON PINE		Bridge Deck.					
Second Deck.		IN ACCOMMODATION 38" M COMPOSITION.		Stringer Plate, breadth and thickness.....		1695 x 12.5 TO 8.5.			
Stringer Plate, breadth and thickness in Wells...		1300 x 11 to 9		Plating, Sheathing, material and thickness ...		5" x 2 3/4" OREGON PINE.			
				ACCOMMODATION 38" M COMPOSITION.					
				Forecastle Deck.					
				Stringer Plate, breadth and thickness.....		1000 x 9.5			
				Plating, Sheathing, material and thickness ..		5" x 2 3/4" OREGON PINE.			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches. M.M.	Inches. M.M.	Inches. M.M.	Inches. M.M.									
FLAT PLATE KEEL	1380	21.5	19	19		DOUBLE	25	100	4	25	100	STRAPPED	
„ DBLG. (if any)	No DOUBLING.												
BOTTOM PLATING, No. of Strakes5.....	17	13	14			DOUBLE	22	88	4	22	88	LAPPED	
BILGE PLATING, No. of Strakes2.....	A, B & C. STRAKES 17 TO COLL. BULKH.					"	22	88	4	22	88	"	
SIDE PLATING, No. of Strakes5.....	17	13	13			"	22	88	3	22	77	"	
UPPER DECK, Sheer-strake in Wells.....	16.5	12.5	13			"	22	88	5	25	112	"	
UPPER DECK, Sheer-strake in Bridge ...	22	14	15			"	25	100	5	25	112	"	
STRAKE BELOW Sheer-strake in Wells.....	DBLG. PLATES 12 & 10 AT FORE & AFT ENDS OF BRIDGE RESPECTIVELY.					"	25	100	5	25	112	"	
STRAKE BELOW Sheer-strake in Bridge ...	22	22	22			"	25	100	4	25	100	"	
POOP SIDE PLATING	19.5	12.5	12.5			"	25	100	4	25	100	"	
BRIDGE SIDE PLATING ...	19.5	19.5	16.5			"	25	100	4	25	100	"	
FORE'TLE SIDE PLATING	✓												
	14.5	✓	✓			DOUBLE	22	88	3	22	77	LAPPED	
	✓	11	✓			"	22	88	3	22	77	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 6 INCLUDING COLL. BULK²

„ Deck next below 3

As per Rule COLL. BULK² TO UPPER DK. 8 TO 2nd. DK.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	D. COLVILLE	✓
STEM	ROLLED	260x68	& CO. LTD.	
STERN FRAME	RUBBER { Propeller Post LOWER PORTION RUBBER	C.S. 270x127 C.S. 283x127	S.E. & C.N. REINOSA.	
RUDDER—A x B	C.S. AS PER APPROVED PLAN.			" "
Speed of Vessel	15 KNOTS.			
RUDDER main piece at head ..	FORGING 280 DM.			" "
" " heel ..				
" how constructed	BALANCED RUDDER.			
" double or single plate ..	DOUBLE PLATE.			
" coupling, vertical or horizontal	VERTICAL.			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **SIEMENS'S OPEN HEARTH PROCESS**
SOC. ALTOS HORNOS DE VIZCAYA, BILBAO : COVILLES LTD. : SOC. DURO-FELGUERA, ASTURIAS : STEWARTS & LLOYD'S :
THE LANARKSHIRE STEEL CO. LTD. : CIA. SID. DEL MEDITERRANEO DE BARCELONA.
 Has the Steel been tested as required by the Rules? **YES.**

EQUIPMENT No. 4864										LETTER ft	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
1583	1st Bower	93	0	14				65	-	-	-
1584	2nd "	93	0	18				65	-	-	-
1586	3rd "	81	0	17				59	10	-	-
	Collective weight	267	1	21							
1589	Stream	26	2	7	7	3	11	26	1	3	14
									257.5		
									26.5		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.				Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.
	Length. Diam.	Statu- ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.	Tons.	Length. Cir.	Tons.	Length. Cir.	Tons.
34736	300 2 1/8	120.9	16.25	1037-2-0	1040	300 2 1/8	S. L.	R. Sykes & Sons, Cardiff, 9.12.30	Cardiff	L. Wright	TOWLINE	240 140	84.4	240 140	84.4	240 140	84.4	240 140	84.4
											HAWSERS & WARPS	2/185 203	HEMP	2/185 203	HEMP	2/185 203	HEMP	2/185 203	HEMP
												2/185 203	HEMP	2/185 203	HEMP	2/185 203	HEMP	2/185 203	HEMP
Iron (Stream)	220 127	70.9					220 127	S.F.S. SOC. ANON JOSE MARIA W.R. QUIJANO, SANTANDER.											

Steering Gear, **ELECTRIC HYDRAULIC (BY HASTIE & CO. GRK.)** Steering Gear, Hand & MECHANICAL COMBINED.
 TELE MOTOR " MACTAGART SCOTT & CO. EDINBURGH.
 Boats 9 Wood 9.144 x 2.743 x 1.143 Mts. Steering Chains, Size and Test. Windlass **ELECTRIC (BY SCHARFFE & CO. LUBECK)**
 2 " 5.375 x 1.905 x 0.730 Mts.
 1 Motor 7.315 x 2.286 x 0.914 Mts.
 Ceiling in Holds, thickness and material. 2 1/2" WOOD ON 2" BATTENS. Cargo Battens, thickness, material and spacing 153 x 55 x 225 1/2" APART. (WOOD)
 Cargo Hatchways. (Upper Deck) FORMED OF STEEL PLATES & ANGLES. Thickness of Hatches 36" 65" 65" 76" 65" 65"
 UPPER DK. PROM. DK. & BOAT DK. UPPER DK. UPPER DK. PROM. DK. BOAT DK. PROM. DK. PROM. DK.
 Size of No. 1 Hatchway (Forward) 6165 x 5000 No. 2 8000 x 6500 No. 3 8000 x 6500 No. 4 4000 x 5000 No. 5 8000 x 5000 No. 6 4800 x 5000
 Number of Shifting Beams and/or Fore and Afters No. 1 - 2 WEBS. No. 2 - 4 WEBS. No. 3 - 4 WEBS. No. 4 - 1 WEB ON BOAT DK. & 2" DK. 2 WEBS ON UPPER DK.
 No. 5 - 4 WEBS. No. 6 - 2 WEBS.

Builder's Signature *Frank W. Benson*
 SOCIEDAD ESPAÑOLA DE CONSTRUCCIÓN NAVAL

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **YES** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **No** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

FLASH POINT ABOVE 150°F. OIL CARRIED IN DOUBLE BOTTOM TANKS AMIDSHIPS, FUEL OIL CROSS BUNKERS & SETTling TANKS AMIDSHIPS.

THIS VESSEL HAS BEEN CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS OF VARIOUS DATES & IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES FOR THE CLASS CONTEMPLATED.

THE MATERIALS & WORKMANSHIP ARE GOOD. THE FORWARD & AFTER PEAK TANKS, ALL THE DOUBLE BOTTOM TANKS, COFFERDAMS, F.W. TANKS AT SIDES OF TUNNELS, O.F. SETTling & CROSS BUNKER TANKS AMIDSHIPS, W.T. BULKHEADS, WEATHER DECKS, TUNNELS & W.T. DOORS HAVE BEEN SATISFACTORILY TESTED AS REQUIRED BY THE RULES.

THE FREEBOARDS HAVE BEEN VERIFIED & THE MARKINGS CUT IN ON THE VESSEL'S SIDES.

HEATING COILS IN ALL OIL FUEL TANKS HAVE BEEN SATISFACTORILY TESTED & ALL THE REQUIREMENTS OF SECTIONS 20 & 34 OF THE RULES WHICH APPLY HAVE BEEN COMPLIED WITH. (1930-1931.)

PLANS OF MIDSHIP SECTION AND PROFILE & DECKS OF THE VESSEL AS BUILT, TOGETHER WITH FORGING & CASTING REPORTS, 6 IN NUMBER, ENCLOSED HEREWITH.

The amount of Entry Fee £ 12 : - : - Fees applied for, 30/12/1931
 Special Survey Fee £ 23 : 10 : 6
 FREEBOARD SURVEY £ 22 : 10 : 0 Received by me, 7. 4. 1932
 Travelling Expenses, if any £ 7 : 17 : 0
 321 pts. at 41 pts = £1.
 State whether the Vessel has been built under Special Survey **YES**
 H & M Certificate to be sent to *Bbo* Date of issue 27/1/32

I am of opinion the Vessel should be Classed **+ 100A1.**
WITH FREEBOARD.

Signature *K. Crawford & G. Dixon.*
 Surveyors of Lloyd's Register of Shipping.

Committee's Minute **FRI. 22 JAN 1932**
 Character assigned **+ 100A1**

with fbd

+ L.M.C. 12.31 O.G.

Write Bbo.

Lloyd's A & C.P.

Oil Eng.



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Lloyd's Register Foundation

WS13-0026 2/2

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

SIMILAR SHIP TO THE TWIN SCREW MOTOR SHIPS "CABO SAN ANTONIO" HULL N°33 & "CABO SAN AGUSTIN" HULL N°38, BILBAO REPORTS N°S 7705 & 8004 RESPECTIVELY.

This vessel was dry docked at La Pallice & a doubling plate fitted to the garboard strake port side at frames 108 & 109 in way of submarine signalling gear. See Bordeaux Report No. 4256 in which it was recommended that the workmanship should be examined at Bilbao & owing to the double bottom tank in way being full this was impossible & it is now recommended that same be examined at next dry docking.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	N°1583	{	ANCHOR HEAD	WEIGHT.		SURVEYOR	CERT. N°	DÜSSELDORF	DATE
					C.	L.				
					60	15	M. BERG.	4221		17-12-30
				SHANK	32	27	"	1060	"	"
	2nd	N°1584	{	HEAD	60	18	"	4222	"	"
				SHANK	33	0	"	1063	"	"
	3rd	N°1586	{	HEAD	52	18	"	4216	"	"
				SHANK	28	17	"	1065	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 270.3 ft., Forecastle 54.6 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 DKS. (STL. WTHR. DK. PT. W.S.)
3rd STL. IN FORWARD HOLDS. ELEC. LIGHT. WIRELESS D.F. SUB. SIG.

Official No. ☒ ; Signal Letters ☒ Is bottom of Vessel coated with cement ☒ F.W. & BALLAST TANKS YES. if not

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	126	444.6	Fore peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Engines only,	113	625.3	Deep tank, aft, SIDE TANKS IN WAY OF TUNNELS.	<input checked="" type="checkbox"/>	65
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward, AMIDSHIPS.	<input checked="" type="checkbox"/>	115
Double bottom, forward, 418.6	179.6	720.6	Other tanks, if fitted, SETTLING TKS. AMIDSHIPS.	<input checked="" type="checkbox"/>	3
Total capacity of double bottom		1790.5	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. ☒

Date 4th Feb. 1930.

Dates of Surveys held while building

1929: DEC. 16. 1930: MAR. 10. APL. 11. MAY 9. AUG. 5. 12. 26. OCT. 6. 10. 11. 13. 16. NOV. 4. 5. 12. 14. 18. 22. DEC. 10. 1931: JAN. 2. 4. 19. FEB. 7. 24. 27. MAR. 2. 4. 5. 27. 30. 31. APL. 17. 20. 22. MAY. 15. 22. 27. 29. JUNE 3. 8. 10. 12. 13. 18. 19. 22. 25. 29. JULY. 1. 6. 9. 10. 14. 15. 20. 25. AUG. 3. 6. 7. 8. 28. SEPT. 15. 23. 24. OCT. 2. 6. 7. 8. 17. 19. 20. 21. NOV. 4. 5. 16. 18. 19. DEC. 5. 9. 30.

Total No. of Visits 8