

Port of Bilbao

20<sup>th</sup> June 1902

German de Barrios  
assisted by C de Torres marine engineer

Sydney T. Dyer Esq - Lloyd's

Agent here, held a survey on board the  
steamer Ballesteros N° 3 of Aviles 171-  
tons gross, when she was placed in dry  
dock on the 3<sup>rd</sup> inst and subsequent  
days, for the purpose of ascertaining  
the damages sustained through ground-  
ing on the 28<sup>th</sup> May last near Rega-  
jada (North coast of Spain) while on  
her voyage from Villagarcia to this port.  
(Particulars of which are stated on the  
Captain's protest)

Damages = Flat Keel plate N° 1. =

Port side, B Strake N° 1 counting from  
the stern = C Strake N° 1 & 2. = Starboard  
side B Strake N° 1, 4, 5. = seven shell  
plates broken or defective. The stern

slightly bent towards port side from  
two to four feet water line; the flat

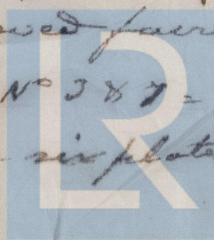
keel plate N° 5. = Port side B Strake N° 3, 5, 6, 7,



C Stake N<sup>o</sup> 6, 7. = D Stake N<sup>o</sup> 1 & 2. = Starboard side A Stake N<sup>o</sup> 4 & 7. = C Stake N<sup>o</sup> 1 = twelve plates more or less indented, the frames N<sup>o</sup> 1, 2 & 3 of port side badly bent; three floors & reversed bars at fore peak also bent; one keelson angle bar bent at fore end; one length of bilge keel bulb plate on each side buckled and a few rivets started; cement broken in many places; the caulking of fore castle and poop wood decks started.

Machinery: The four propeller blades broken away; H.P. piston rod scored; H.P. slide valve & face scored; crank shaft after journal started; Trust shoes cracked; H.P. piston packing rings defective; H.P. & L.P. valve spindles scored; two lead bilge pipes broken; Donkey pumps damaged; sea cocks & valves started.

Recommended: That the stern be cut loose and fairied in place; the broken shell plates to be renewed; the indented plates B N<sup>o</sup> 5 & 6 = D N<sup>o</sup> 1 of port side, A N<sup>o</sup> 4 & 7 = C N<sup>o</sup> 1 of starboard side, these six plates to be removed, fairied & refitted, the keel plate N<sup>o</sup> 5 = B. N<sup>o</sup> 3 & 7 = C. N<sup>o</sup> 6, 7 = D N<sup>o</sup> 2 of port side, these six plates to be removed, fairied & refitted.



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Lloyd's Register  
Foundation



The three damaged frames be renewed; the three floor plates removed, faired & refitted; two more bars be renewed and one faired & refitted; the Karlson angle bar be faired in place; the bridge deck bulk plates also faired in place & started rivets renewed; the cement be cut clean and renewed along this damage; the fore castle and poop deck to be caulked & payed; a great part of close ceiling in hold to be removed to allow of this repairs being effected; the fore peak bulk to be tested on completion of repairs and bottom cleaned & painted.

Machinery: The propeller to be renewed, H.P. piston rod to be skinned in latter & new bushes, - H.P. slide valve & face to be refaced & trued up, - Crank shaft after journal to be renewed & trued up in latter, - Trust shoes to be overhauled, - H.P. piston packing rings to be renewed, - H.P. & L.P. valve spindles be trued up in latter, - Two lead pipes to be repaired, - Donkey pump also repaired, - Sea cocks & valves to be overhauled and shafting relined all fore and aft.

I delivered the present Certificate to the owners of this vessel to serve the interest of all them whom it may concern.

Los de V. G. 1872  
Erasmus

Office fees £ 0 10 0  
Surveyor to Lloyd's Register  
Lloyds  
£ 11 0 0

