

5c.10.40.

KW

37 DEC 1946

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME ISONZO Rpt. Tri No. 13017

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

PERIODICAL SPECIAL SURVEY (D)

Nature of Survey 2nd. S.S. No. 3. -due

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in DEC of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.	
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.			
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		
SPAR SHEER STRAKE .....																	
Strake below .....																	
MAIN SHEER STRAKE	M	.86	.86	.86	-	-	.48	.48	.48	-	-	.48	.48	.48	-	-	
1st Strake below .....	L	.74	.74	.74	-	-	.48	.48	.48	-	-	.48	.48	.41	-	.07	
2nd " "	K	.64	.57	.59	.07	.05	.48	.48	.48	-	-	.48	.48	.48	-	-	
3rd " "	J	.64	.57	.63	.07	.01	.48	.37	.40	.11	.08	.48	.43	.43	.05	.05	
4th " "	H	.64	.59	.59	.05	.05	.48	.43	○	.05		.48	.41	.37	.07	.11	○ = Renewed.
5th " "	G	.64	.64	.63	-	.01	.48	○	○			.48	.41	.40	.07	.08	
6th " BIDGE {	F	.64					.50	○	○			.50	.41	.40	.09	.10	
7th " "	E	.68					.50					.50					
8th " "	D	.68					.50					.50					
9th " "	C	.68					.50					.50					
10th " "	B	.68					.50					.50					Present Rule
11th " "	A	.68					.50					.50					Shell: - 56 - 47.
12th " "	KEEL	.96					.68					.68					

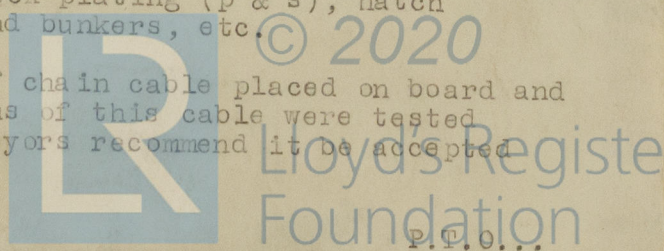
Drillings at ends to be made in the vicinity of the peak bulkheads.

The Committee gave instructions in May 1942 for the class of this enemy-owned vessel to be omitted from the reprint of the Register Book.

The TRIESTE Surveyors report (10.46) the vessel placed in dry dock and the requirements of a PERIODICAL SPECIAL SURVEY (D) for RECLASSIFICATION complied with, including drilling of shell plating with results as above, which, with renewals, are satisfactory.

Repairs effected to shell and deck plating (p & s), hatch covers, tank top plating, bulkheads, and bunkers, etc.

A bower anchor and 60 fathoms of chain cable placed on board and verified with certificates. 15 fathoms of this cable were tested by the Registro Italiano, and the Surveyors recommend it be accepted in this instance.



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"ISONZO"

On account of damage through collision etc. repairs effected to shell plating and frames (s.s.).

The vessel has now been fitted for oil fuel, with necessary cofferdams etc. Cylindrical settling tanks (not part of the ship's structure) fitted in original cross bunker and ceiling fitted on tank tops in all holds. The capacity of the D.B. tank will require to be amended in the Register Book.

It is submitted the vessel is worthy to have her class reinstated in the Register Book, with record of docking Survey 10.46, and to have notation of 'S.S. Tri. - 10.46 (Dr)' assigned as recommended, subject to D.B. tank in way of Deep Tank not being used for oil fuel when vegetable oil is carried.

Reinstate Class

100A1 "Shelter dk with freeboard"	)	
10.46 Tri.	)	subject
'S.S. Tri. - 10.46 (Dr)'	)	
Reclassified 10.46.		

INSERT IN R.B.:

"Fitted for oil fuel 10.46, F.P. above 150°F" and  
 "Carrying vegetable oil in Deep Tank"

AMEND R.B. (Col. 10):

FROM	1300t
TO	1254t

*J. Mole*  
 12-12-46

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 Foundation

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