

Rpt. S.

(Received at London Office)

No.

13017

18 NOV 1946

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 5. 11. 19. 46

When handed in at Local Office. 8. 11. 19. 46

Port of TRIESTE

No. in
Reg. Book.

Survey held at Trieste

Date, First Survey May 16

Last Survey Oct 18

19. 46

45703 on the Wood, Iron or Steel

S.S. SONZO

No. of Visits 30

TONNAGE :-

Built at Trieste

By whom Cantieri San Rocco

YEAR.

1921

MONTH.

5

GROSS

5441

UNDER DK.

5022

NET

3428

Owners

Lloyd Triestino S.A. di Nav.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Trieste

Surveyed Afloat or in Dry Dock? Both

Name of Dock Arsénale

Destined Voyage

Cell DB. DB.

337

feet; uE & B.

feet; f.

feet

total capacity 1254 tons. EPT 114 tons; APT 241 tons; MT 35 feet 1014 tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 16228 Port Trieste

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 to whom and why they were declined no damage

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 5 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Reclassification, S.S. (Drilling) + conversion

to oil fuel burning. — Repairs.

new one for S.S. Vessel placed in Dry Dock, bottom & rudder cleaned, examined & recoated. Rudder lifted. Vessel drilled (Sheet attached). Holds, Tweendecks, peak spaces, chain locker, Baywin & Boiler spaces cleared for examination, all ceiling lifted, tank tops & bilges examined. Previous Cross bunker (now used for 2 cylindrical oil settling Tanks) cleared & examined. All Double Bottom Tanks, Peak Tanks & Deep Tank examined internally & tested as per Rules. All water carrying Tanks cemented. Steel work throughout the vessel exposed, found from rust & recoated. Rating examined in way

SUMMARY OF DAMAGE REPAIRS :-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								H. Cont.
Removed and Fair'd or Repaired	3	5						
Fair'd or Repaired in place	6	1						

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
bulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
lamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
ams & Fastenings	"	Rudder	"	Scuppers	good	Boats	good
outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	by exam.
ames	"	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)	
verse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking		Equipment letter	y
ngitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails		Anchors, No. of	3 B. 15.
ansverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	ranged
oors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 270 ft. (on board.)	270 ft. 2 1/4" diam.
elsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 270 ft. size 2 3/8"	270 ft. size 2 3/8"
ingers	"			" at other places		Chain Locker	good
oer Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	complete - good
ve the Tanks been examined internally?	yes			Salting		Standing and Running Rigging	good
ve the Tanks been tested?	yes			(State if examined.)		Sails	yes

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

It is submitted this vessel is worthy to have her original class + 100A1 Shelter Deck with freeboard reinstated in the Register Book, with date of docking 10. 46, Trieste, and notation of S.S. (Dr.) Trieste 10. 46, also with notation of carrying vegetable oil in Deep Tank, "subject Double Bottom Tank in way of Deep Tank not being used for oil fuel when vegetable oil is carried; and notation of "Fitted for oil fuel 10. 46, F.P. above 150°F."

Survey Fee (per Section 29) £ 62.500-
Alterations " 62.000-
Special Damage or Repair Fee (if any) £ 4.000-
(per Sec. 29)
Telegrams, Tax £ 11.866.40
Travelling Expenses (if chargeable) £ 200-
Second Surveyor's Fee (if any) £

Fees applied for, 12/11/46
Received by me, 19.

Surveyor to Lloyd's Register of Shipping

Committee's Minute. FEB 20 DEC 1946

Character Assigned

Reinstated + 100A1 Shelter Deck subject to record 10. 46 in S.S. Trieste 10. 46 (Dr.) Re-classed 10. 46
Fitted for oil fuel 10. 46 F.P. above 150°F; Carr. veg. oil in Deep Tank

10m 9. 11. — Transfer Ink. (MADE IN ITALY)

(The Surveyors are requested not to write on or bring

Is Certificate required? If so, to be sent to

002825-002829-0013 1/6

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.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
125	1st Bower											2440	Kg			
	2nd "													cast steel	STAC	Ge. Cornigliani
	3rd "	3000	Kgs		Stockless			48596	Kgs			3050	Kgs	Stockless	Ge. Cornigliani	16.3.39 A.S. Mantelli
	Collective Weight															
	Stream.....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length/ Fathoms.	Diam/ Ins.	Statu- tory Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
40637	15 1/2	2 1/4	91 1/8	127 1/2	40.27	38.8	23 1/6	2 1/4	Steel Link	—	Cardiff 10.1.39 L.L. Wright
40638	15 1/3	2 1/4	91 1/8	127 1/2	40.37	"	23 1/6	2 1/4	Steel Link	—	Cardiff 13.12.39 L.L. Wright
641	15	5 1/2	92 1/2	127 1/2	2004 Kgs	1920	55 5/8	5 1/2	Steel Link	Laminatoio Arlecchino S.A.	Lecco 30.3.39 A.S. Mantelli
R.I. 5621/92	27 60	5 1/2	87 3/8	122 1/4	1975 Kgs	1830	55 5/8	5 1/2	Steel Link	Laminatoio Arlecchino S.A.	Lecco 18.8.41 R.I. Surveyor
Iron Steam Chain or Steel Wire											

Rpt. 9a.

Port of

Trieste

Continuation of Report No. 13017 dated 8.11.1946

on the

S.S. ISONZO "

(2)

of side lights. In way of refrigerated spaces a sufficient amount of insulation has been removed & condition of stowage maintained. Lament, Decks, ventilators, coaming & covers examined, cables ranged & examined, anchors & general equipment examined (See below under equipment), masts, spars & rigging examined (Rijoo's Rpt attached), hatches examined in position, steering gear, rods, blocks, quadrant, windlass, W.T. Door, air & sounding pipes examined. Hauling plates under sounding pipes found or now placed in good order. Freeboard verified.

Equipment: A Bower anchor was found to be missing & has been now replaced by a new one—particulars see back of Rpt—4 lengths of cables were found to be worn below the minimum required & have been now replaced by 4 lengths already used—particulars see back of Rpt—1 length has not been tested by the Society's Surveyors, but by the Registro Italiano. They are all in good condition; the test marks have been compared with the test certificates & found in order; Test certificates duly endorsed. It is submitted the whole equipment be accepted without the notation Lloyd's A & C.P. in the Register Book. Wear & tear repairs now satisfactorily carried out: Rudder: top pintle & piece renewed.

Shell plating.

Port forward

3rd Strake below Sheer plate No 2 partly renewed

4th " " " " No 1 renewed

5th " " " " No 1 "

6th " " " " No 1 + No 2 "

7th " " " " No 1 "

Starboard

4th Strake below Sheer plate No 1 renewed

5th " " " " No 2 + No 3 "

6th " " " " No 1 + No 2 renewed + No 3 partly renewed

7th " " " " No 1 renewed

Starboard in way of after Hold in E Strake 1 Doubling fitted.

Upper Deck

5 plates in Starboard abreast Deck openings, Port Side renewed

2 Deck plates under windlass renewed &

2 Deck plates abreast windlass partly renewed

2 Deck plates within Mainship's Deck house renewed

2 Deck plates in Centre Line (1 found of After Deck hatch & 1 abaft) renewed.

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- 1 Stringer plate Stb renewed
 3 Deck plates renewed
 1 Deck plate partly renewed } in way of After Peak
 Deck stringer Port Side within $\frac{1}{2}$ L 2 plates doubled + aft
 2 plates doubled.

Deck plating: 8 doublings fitted (2 forward of forward Deck house; 2 at after corners of forward Deck house, 2 at forward corners of + Bunker Hatch, 1 at after corner Stb. of Midships Deck house + 1 in way of After Deck house Stb.)

Hatchways

No 1: 1 coaming plate renewed + doubled in places
 2 stay brackets forward + 2 bulk stays renewed

No 2: coaming plate port side doubled

No 3: coaming plate port side doubled + bulk angle port side renewed

No 4 + Bunker hatch: coaming partly doubled.

No 4: coaming plate doubled + port side horizontal bulk angle renewed.

No 5: coaming plate at forward + after ends partly doubled

No 6: coaming plate Port side partly doubled + bulk angle Port renewed.

After peak hatch coaming: forward plate partly renewed

Funnel: 3 ventilator coamings renewed, 2 derrick columns doubled at upper deck.

Several other minor Deck repairs effected.

Double Bottom Tanks:

D.B.T. 2 After W.T. floor Stb. Top port partly renewed + 6 stiffeners renewed. - 2 intercostal plates Stb. renewed.

D.B.T. No 3 (under Boilers):

4 Tank top plates partly renewed + 4 doublings fitted; margin plate Port renewed + 1 doubling fitted Stb.

Port: 1 open floor reverse frame renewed; 2 open floor reverse frames reinforced by doublers; 1 open floor bracket renewed; 2 floor struts, 10 intercostal vertical connecting angles + 1 intercostal top angle renewed. -

Stb 4 open floor reverse frames partly renewed; 2 open floor brackets, 9 solid floor stiffeners + 10 vertical intercostal connecting angles renewed.

D.B.T. No 4: Tank top: 1 doubling fitted.

Fore peak Tank:

1 frame + 1 reverse frame Port renewed;

8 beam knees (4 on each side) renewed;

upper + lower breasthooks renewed;

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Cont. Fore peak Tank:

Stringer plate of upper stringer completely renewed Port & Stb.
1 floor Port & Stb. renewed.

Collision Bhead: 2 plates partly renewed, 4 doublings fitted. - Boundary angle Port partly renewed, ginned & replaced.

Chamlocks 4 deck plates (2nd Deck) on top of Chamlocks partly renewed; 2 deck beams renewed. 3 Division Bhead plates and upper edge stiffening angle renewed.

No 1 Hold

After W. T. Bhead: Limber plates Port & Stb. renewed
7 Tank side brackets Port and 11 Stb renewed
Bhead in Tween decks ginned & 2 additional stiffeners fitted.

No 2 Hold

after W. T. Bhead: Limber plates Port & Stb. renewed.
Port: 10 gusset plates fitted
Stb: 1 Tank side bracket renewed & 10 gusset plates fitted.

No 3 Hold

6 Tank side brackets Port & 6 Tank side brackets Stb. renewed.

Coal Ex Bunkers

after Bhead of ex + Bunker: Limber plates renewed Port & Stb. In upper + Bunker: 8 plates partly renewed & 1 hatch rest bar renewed.

Ex Spare Bunkers: Stb. 4 Bhead plates partly renewed & Port: 1 Bhead plate renewed.

Boiler casing in Tween decks: 2 plates partly renewed; 3 saddle back plates partly renewed, & saddle back stiffeners renewed, also angle connecting saddle back casing to 2nd Deck partly renewed. Hatch trunk casing plates partly renewed

Boiler Spare:

3 Tank side brackets Port renewed; 4 gusset plates Port & 4 gusset plates Stb. fitted.

No 4 Hold (Deep Tank):

5 Tank side brackets Stb renewed.

No 5 Hold: 3 Tank side brackets Stb renewed

No 6 Hold: Port. 1 Tank side bracket renewed, 1 gusset plate renewed; 8 angles connecting margin to Tank side brackets renewed

Stb. 1 gusset plate & 3 angles connecting Tank side brackets to margin renewed; heel support of pillar renewed.

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Tunnel recess aft

3 frames on each side renewed

3 floors Port + 4 floors Stb. renewed. Top centre plate renewed.

Upper After peak Tank

Port. 3 frames + relative heel brackets + 1 strut supporting upper deck girder renewed

Stb. 3 frames + relative heel brackets renewed.

Rudder Trunk

Trunk plating renewed.

Shelter Trunk in way of No 6 Hold

3 frames Stb. partly renewed.

Rigging: As per Kyji's Rpt (attached).Damage repairs1) Damage, cause not stated, repaired as follows:Stb. E₉ + F₉ from aft joined in place + 1 doubling fitted inside. 1 frame joined in place.2) Damage stated to have been sustained through the vessel coming in collision with a harbour tug, at Trieste; Date not given. Repairs as follows:Stb. Shell plates G₁₁, H₁₃ + H₁₄ from aft removed, joined + replaced; G₁₀, G₁₁, H₁₃ + I₁₁ joined in place. 5 frames in way of above plates (after End of No 1 Hold, Stb.) removed, joined + replaced.

5 beam knees, 1 bulkhead horizontal bracket + 3 head boundary angle joined in place.

Alterations.Conversion to oil fuel burning. Oil fuel is to be carried in Double Bottom Tanks Nos 1, 2, 2 bis, 3 (under Boilers) + 5. Feed water is to be carried in D.B.T. No 4 (under Engines), which has now been separated from the oil carrying Tanks by means of cofferdams fitted in accordance with Rule requirements and approved piping plan.

The arrangement to carry oil fuel in Double Bottom conform with the Committee's requirements for the sisterships "S. AUSA" + "Racca" (Secretary's letter dated 25/4/29 addressed to the Genoa Surveyor), also with the practice used in similar cases of "S. PIAVE", "ROSANORA" + "TIMAVO".

In the original D.B. Tank No 2 floor at frame 105 now made oil tight; thus D.B. Tank No 2 has now been divided into the actual No 2 + No 2 bis; floor at frame 78 made oil tight and a cofferdam arranged between frames 76-78; floor 66 made oil tight and a cofferdam

S.S. ISONZO

arranged between frames 66-67; floor at frame 55 made oil tight and original Double Bottom Tank No 5 thus divided into the actual Double Bottom Tanks No 5 + No 5 bis.

Single riveted seams on Tank top in way of Boiler space reinforced by electric welding.

The single riveted seams have also been reinforced by electric welding in Deep Tanks, on the understanding that the Double Bottom Tanks under the Deep Tanks is not to be used for oil fuel when vegetable oil is carried in Deep Tanks (See Secretary's letter 14 dated 1st October 1946.)

2 cylindrical Settling Tanks (not part of the Ship's structure) have been placed in the original Cross bunker space.

The Tank top in all Holds has been covered with ceiling laid on transverse battens as required.

Section 20 of the Rules, where applicable, has been complied with.

All Double Bottom Tanks + Settling Tanks have been satisfactorily tested as per Rules.

The materials + workmanship are good.

It is submitted this vessel is now entitled to have the notation in the Register Book "Fitted for oil fuel 10.46. F.P. above 150°F."

For record in the Register Book:

Particulars of Double Bottom Tanks:

		Length in Feet	Capacity in Tons of 35 cubic feet
D.B.T. No 1, from frame 156 to 126	Foreword	165	597
" " " No 2, " " 126 - 105			
" " " No 2 bis " " 105 - 84			
" " " No 3 " " 84 - 78	under Boilers + Engines	45	221
Cofferdam " " 78 - 76			
D.B.T. No 4 " " 76 - 67			
Cofferdam " " 67 - 66	aft	127	436
D.B.T. No 5 " " 66 - 51			
" " " No 5 bis " " 51 - 36			
" " " No 6 " " 36 - 15	Total	337	Total 1254 Tons

attention in Register Book:

Fitted for oil fuel 10.46 F.P. above 150°F

Length of cellular D.B. 337 Capacity 1254 Tons