

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME

"VALBRUNA."

REPORT

GENO.A

No. 18449

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.)

This ship is classed BS² (with freeboard.)

The Class is subject to windlass cable lifters being renewed by the Special Survey, and to a bower anchor and 15 fathoms of chain cable being supplied, with Endorsement (B).

The GENOA Surveyors report (9,51) ship placed in dry dock and the full requirements of a Special Survey (Type 4) due 1,51 including drilling of shell plating, the thicknesses of which are satisfactory.

The bottom is reported to be ^{"hogged"} ~~lamed~~ and the Surveyors forward a plan showing the deflections (max. 4"), as no effects of the set-up bottom plating are evident in the adjacent internal structure; they recommend the set-up bottom plating be noted as an Endorsement item (B).

The windlass cable lifters (as above) have been renewed, and a bower anchor of Rule weight tested by Germanische Lloyd supplied.

Damage and wear and tear repairs effected to shell, deck, bulkhead and tank top plating etc.

The ship has been converted from coal to oil burning, oil fuel being carried in a deep tank constructed at forward end of stokehold and in No. 2 DBT, and alterations effected to No.2 hatchway, forecastle and boat decks. The navigating bridge has been moved aft from forecastle deck, and steering arrangements modified accordingly.

IT IS SUBMITTED the ship is worthy to remain as classed by the BRITISH CORPORATION, with fresh record of docking 9,51 and to have the notations ss. Spz. 9,51, AS. 9,51, and "Fitted for oil fuel 9,51" subject to 15 fathoms of chain cable being supplied at the earliest opportunity with Endorsement of Class (B).

BS² (with freeboard) "Fitted for oil fuel 9,51."

9,51 Spz.

ss. Spz. 9,51

AS. 9,51.

ENDORSEMENT OF CLASS (B).

Bottom hogged (max. 4").

Indents in stem and side shell plating (p & s).

MEND R.B.

From: Cell DB 207' 542t FPT 260t APT 25t

To: Cell DB.207' pt. WB. 411/14t. & pt. OF. DTa. OF. FPT. 260t. APT. 25t.

Mr. J. M. Murray

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RST

P.T.O.

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Lloyd's Register
C.S.S. Records Dept.
to note. Hogged bottom

002825-002829-0140

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME "VALERONA"

REPORT GENOA No. 19449

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 Ship Surveyor's Report, 1944.)

This ship is classed BSB (with freeboard.)

The class is subject to windlass cable lifts being renewed by the Special Survey, and to a power anchor and 15 fathoms of chain cable being supplied, with Endorsement (B).

The GENOA Surveyor report (9.51) ship placed in dry dock and the full requirements of a Special Survey (Type 4) due 1.51 including drilling of shell plating, the thicknesses of which are satisfactory.

The bottom is reported to be sound and the Surveyors forward a plan showing the deflections (max. 4") as no effects of the set-up bottom plating are evident in the adjacent internal structure. They recommend the set-up bottom of the hull be treated as an Endorsement.

IT IS FURTHER SUBMITTED the Surveyors be advised it is concluded the tunnel between bulkheads on frames Nos. 29 & 30 has been dispensed with or that the hold space is separated from the machinery space by an intact W.T. bulkhead, as this is not clear on the approved plan showing conversion of deep tank for oil fuel bunkers.

The ship has been converted from oil burning, all fuel being carried in a deep tank converted from forward end of stokehold and in No. 2 DECK, and after being moved to No. 2 hatchway, the new oil bridge has been moved aft from forecastle deck, and steering arrangements modified accordingly.

IT IS SUBMITTED the ship is worthy to remain as classed by the BRITISH CORPORATION, with fresh record of docking 9.51 and to have the notations as. 9.51, 9.51, 9.51, and "Fitted for oil fuel 9.51" subject to 15 fathoms of chain cable being supplied at the earliest opportunity with Endorsement of Class (B).

(with freeboard) "Fitted for oil fuel 9.51." 9.51, 9.51, 9.51, 9.51.



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