

1935

23 DEC 1953

...res a survey also been held on the machinery of the ship? *Yes*
 It so, is the Rover sent now, or when will it be sent? *Sent. Prod.*

Only alterations in the existing records of tanks should be inserted

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.		Machinery and Boiler Surveys (Including date of N.B., if any).	
* For Special Survey. Date of last Survey and of Periodical Surveys.			
100 H 1		LMS	3.52
Sch. 3.53		JS	2.52
Classed 9.48		T.S.	2.52 C.

as Ret. - 3.50
Carrying homogeneous cargoes of
Olded Scholeum in bulk
Fitted for full P.P. above 120°F WTB
Society's Freeboard (if assigned) as
painted on Ship and now verified } 20/3 1/2 in. inc.

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

DAMAGE SURVEY AND REPAIRS:

Ship placed in drydock, bottom, stern frame and rudder cleaned and examined and found several bottom and shell plates incl. internal structure indented and bent

PRESENT CONDITION OF THE

General Observations, Opinion as to Class, Recommendation, &c. :—

It is submitted this tanker is eligible to remain as chartered with record of docking 11-'53 and to have the notation of SS-Rot. 11-'53.

T. Zanker
commuting & mileage
Dr. + Southern Nat'l Bank
Drg. bank to field
Chapman Assigned
Ack & Note Ret.

Amend Class to:- 100A1 "Carrying petroleum in bulk"
and assign:- 1153 Rot., without spl. edn. (ham) (delete endorsement),
S.S. Rot. 11,53 S.N. 11,53 LMC 11,53

Lloyd's Register
CERTIFICATE WRITTEN

003409-003416-0304 1/4

Std. of Trade No 5 cropped and after made renewed

And found to be tight.

S.I., ELISABETTA-DSPECIAL SURVEY. Due 8-'54. Ship 9 years old.

Now done: Ship placed in drydock. Shell plating, stern frame and rudder cleaned, examined and recoated after repairs. Ship undocked 11-'53.

Examined: H/old, fore and after peak spaces, bunkers, engine and boiler spaces, under engine and boilers, pump rooms, plating in way of sidelights and cargo stowage pipe trunks (trunks removed) decks, hatchways, covers, supports, swivel bolts, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, H.T. doors, ventilation openings and covers, air and sounding pipes, carinoys and boats. Freeboard verified.

Examined internally and tested:

Fore and after peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks, main cargo tanks and cofferdams. All spaces previously cleared, rust removed and cleaned as required. Shell work afterwards coated as necessary.

Repairs:

Upon careful re-examination of longitudinals in Haggings now erected underneath deck over full area of tanks - and in accordance with drilling sheets forwarded to your office by Rotterdam letter 27th March '53 it was required to renew the deck longitudinals of port and star wing tank No 5 and star wing tanks No 7, 8 and 9. This has been carried out at this opportunity. Various stiffeners of cargo tank covers were found to be worn and are renewed.

Lower part of frames of H.T. doors, being worn, renewed. Swivel bolts of H.T. doors renewed where necessary. Swivels and hinges of cover of forward cargo hold renewed.

4 Flaps on sidelay top renewed

2 end shackles renewed in chain cables, particulars of which are mentioned in cable form.

Several stays of masts and derrick posts renewed

ADDITIONAL STIFFENING.

Additional stiffening of ship's structure fitted acc. to enclosed drawing as agreed by RINA

FITTING OF DOCKING BRACKETS

Docking brackets have been fitted as per attached plan.

Shell plating appeared to be in satisfactory condition so that painting was not required before fitting of docking brackets.



Port of

3^{2d}

20th November 53.

on the

S. 2. ELISABETTA-D'

LOAD LINE RENEWAL SURVEY.

Road line renewal survey has been carried out according to instructions from RINA - Genoa (via L.R. surveyor - Genoa).

S. R. L. Subject:

Skiffing to be fitted to deck and bottom & shell plating, also transverse bulkhead plating in cargo tanks (fractured) to be examined and dealt with as necessary by 9.50. Repair forepeak at next dry docking by 9.53. Dry docking / of remaining / and repairs by 9.53. All items, dealt with as mentioned above, can be expunged from S.R.L.

S.R.L. Indorsement:

Bottom plating (p. and s. g.) indented. Shell plating (s. s. g.) indented
Items, dealt with as mentioned before, can be expunged from S.R.L.

SURVEY OF EQUIPMENT:

in my carried out acc. to PINA's instructions

Examined:

Life saving appliances, boats (tested with 10% overload)
Nautical and meteorological equipment, fire extinguishing
arrangements, Carops gear (tested with 25% overload incl. 2 derricks
on samson posts near prop. front bldg.)

Repairs:

Several fire extinguish. lines on deck removed

Life boats removed and about 25% of air tanks renewed

all other tanks repaired, and after repairs
all tanks tested

Bottom plating of lifeboats renewed

Endorsed RINA's certificate as follows:

Examined ship for Special Survey on Hull, Machinery and Electric Installation. Damage Survey, Drydocking, Annual Boiler Survey, testing of main steam pipes, Survey of tailshaft additional stiffening of ship's structure and fitting of docking brackets. Survey of life saving appliances, Testing of boats (10% overload), Survey of Nautical and meteorological equipment, fire extinguishing arrangements, Testing of cargo gear (2 derricks at San Jose port near poop bld not to be used)

Freeboard renewal survey.

Recommended ship to be continued as classed with fresh date
of docking 11-'53, L.S. Rotterdam 11-'53 L.M.C 10-'53 T.S. New 10-'53
A.L. B.S. 10-'53.

B. Mark D. Cronk

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Foundation