

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/1/35. 19... When handed in at Local Office 10/1/35. 19... Port of GENOA,

No. in Survey held at PALERMO, Date, First Survey 10/10/34. Last Survey 1/1/35. 19... Reg. Book. (No. of Visits 211 days.)

88308 in on the ~~WOOD~~ Steel "A N T E O"

Tonnage: Built at Palermo By whom Cant. Nav. Riuniti When 1934

GROSS 6772

Owners Soc. Ligure di Armamento

Owners' Address

UNDER DK. 6157

Managers

Port belonging to Genoa.

NET 4037

Surveyed Afloat or in Dry Dock? Both Name of Dock C.N.R. Shipyard. Destined Voyage Lying at Palermo.

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. *Phers. F.E.*

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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION - New vessel, not built under survey - For draw-
-ings, particulars of scantlings and testing of steel used, please see First Entry Report now for-
-warded. - CERTIFICATE FOR SUEZ CANAL AUTHORITIES.

SPECIAL EXAMINATION-

NOW DONE:- Vessel placed in dry dock, bottom and rudder (not lifted) cleaned, examined, found in good condition and coated.

Close and spar ceiling, where fitted, foot plates in machinery space, wood casings, suf-
-ficient lining in accommodation removed and the whole of the steel work in the chain locker, forward
hold and tween decks above, pump rooms, machinery space, including engine seatings, under donkey boilers
and boiler stools, tween decks above peaks, forecastle, bridge and poop spaces examined, found good, or
dealt with as over.

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SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	fitted	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	y	State if Tanks now tested	yes	Engine Room Skylights	good	When put on, Month	Year
Coamings	y	Bulkheads	good	Coal-Bunkers, Open'gs, Lids, &c.	y	Boats	good
Beams & Fastenings	y	Ceiling	y	Scuppers	y	Masts, Yards, &c.	y
Outside Plating	y	Cement or Asphalt	y	Cargo Hatchways	y	Condition, how ascertained	by exam.
Breasthooks	y	(State which.)	y	Hatches (steel)	y	(State if wedges removed)	none
Transoms	y	Rudder	y	Planking of Wood Vessels	y	Sails	y
Frames	y	Steering gear and its connections	y	Caulking	ditto	Equipment letter	
Reverse Frames	y	Windlass	y	Treenails	ditto	Anchors, No. of	
Longitudinals	y	Have Pumps now been examined and found effi-	cient?	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Phase
Transverses	y	Have Since Valves now been examined and found	efficient?	Transoms, Pointers, & Grutches	ditto	" length	size
Floors	y	Have Watertight Doors now been examined and found	efficient?	Timbers of Frame at openings	ditto	" Rule length	size
Keelsons	y	Have Ventilators and their Coamings been examined	and found efficient?	Ditto Ditto at other places	ditto	Hawser & Warps	see F.E.
Stringers	y			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	
Inner Bottom Plating	y			Salting	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is in good and efficient condition and eligible, in our opinion, to be classe
in the Society's Register Book 100 A.I. "Carrying Petroleum in Bulk", with the special notation
"Longitudinal framing - Bracketless System" and date of build 11-34. (Please see note on page 3.)
Please note that this vessel is also classed by the Registro Italiano and the British Corporation,
and therefore is not a dual class vessel.

Interim Certificate issued copy of which is attached, together with copy of Suez Canal Certificate.

Survey Fee (per Section 20) £ : : Fees applied for, 7/11/1935
Classification Fee & Expa. please see FE. 7/11/1935
Special Damage or Repair Fee (if any) £ : : Received by me, 11/2/35
Suez Canal Certificate Lit. 700.- : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
TUE. 20 JAN 1935

Committee's Minute See J.C. Rpt
Character Assigned Gen. 13728

Surveyor to Lloyd's Register of Shipping.

Main cargo tanks, summer tanks, cofferdams, fore oil fuel deep tank, oil fuel

bunkers, fore and after peak tanks, double bottom tanks (arranged in machinery space) cleaned, examined internally throughout, afterwards tested as per Rules, under water pressure, and found or made satisfactory. Cement, where laid, on inner surface of bottom plating, part removed, steel work underneath examined and found good; remainder of cement tested by beating and found well adhering to the steel.

Decks and their sheathings, gangway between erections, ventilator and hatchway coamings with their supports, covers and battening down arrangements, companions, deckhouses, casings and skylights, examined, found or made good and efficient.

Chain cables ranged and together with the anchors examined, found good, test marks verified and corresponding to certificates provided. (Please see First Entry).

Masts (wedges not fitted), spars and rigging, general equipment, steering gear and connections, windlass, hand pumps, air and sounding pipes (doubling plates under the latter fitted), scuppers and sluice valves (in cargo pump rooms) examined and found good.

The freeboard, which has been assigned by the Registro Italiano Navale ed Aeronautico, verified with a view to recording in the Society's Register Book, and found as per verification form forwarded attached to Genoa letter dated 10/1/35.

IN ACCORDANCE WITH THE RECOMMENDATIONS MADE THE FOLLOWING WORK HAS BEEN SATISFACTORILY CARRIED OUT:-

Shell Plating - Sheer strake, both sides, flush butts above upper deck stringer angle, between frames Nos. 56-58, 66-67, 73-74, fitted with efficient straps and electrically welded.

Forecastle Space- Flanged brackets at heel of B.A.frames renewed as per scantlings shown on plan approved. Fore and after girders fitted to forecastle deck to support existing hatchway. Efficient stiffening provided in way of the hawse pipes. Fore peak-

Collision bulkhead, stiffeners lugged to the horizontal girder and lower end (unbracketed) fitted with back lugs. Chain locker- Forward bulkhead, ordinary angle stiffeners fitted

with reverse bars to provide equivalent section shown on plan approved. Fore hold & corresponding tween decks- Butt laps of transverses at upper and second decks, double

riveted (treble on plan), strengthened by electric welding. To a number of built pillars, missing thwartship brackets, at top end, fitted, and non-continuous face bars of the deck transverse in way of same duly compensated. Fore deep oil fuel tank- Shell and K.L.

bulkhead longitudinals connected by brackets at the fore end. Intercoastal bottom girders connected by horizontal gussets to fore transverse. Cofferdams. Missing shell

and deck longitudinals fitted. In both cofferdams wing pockets made common with main cofferdams. Means for easy access through cofferdam structure provided. E.H.D. 74

unsupported span, in way of hatchway (through 2nd deck) to pump room, fitted with an efficient horizontal stiffener. Main cargo tanks - B.H.D. №70 outer webs not connected at

lower end as shown on plan, attachment strengthened by flanged brackets. B.H.D. Nos. 50 and 56 inner webs connected to bottom transverse as shown on plan; also bottom longitudinal

nales in way of outer webs fitted with back angles to shell as shown on plan. B.H.D. №47
and 67 outer webs, attached to longitudinals, which are bent just close of the webs and

ned by diaphragm plates to bottom transverse. All starboard bottom transverses stiffened in way of the ^{hole} ~~man~~ for the cargo pipe line. Cargo pump room deck transverse stiffened

ficiently connected at both ends. Poop space & tween decks-below- Two poop shell

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longitudinals, on both sides, cut at the fore divisional bulkhead of the steering gear space, bracketed to same. Two extra pillars to poop deck transverse N°0, fitted. Oil fuel cross bunker- (frames Nos. 42-43)- B.H.D. N°42, outer webs connected to shell by single angles double riveted (double angles double riveted shown on plan) connected by diaphragm plates to B.H.D. N°43; also bottom longitudinals in way of inner webs fitted with back angles to shell, as shown on plan. Lower side oil fuel bunkers, (frames Nos. 38-42)- Webs on B.H.D. N°38 attached by single angles to shell (double on plan) connected by diaphragm plates to bottom transverse N°40. Machinery space- Riveting through butt angle straps of shell longitudinals, efficiently increased. Built pillar on frame N°31 port side, fore and after support provided at heel. Engine casing at the level of the poop deck, coaming, in way of the port and starboard doorways, efficiently stiffened at lower edge. After peak- Transom plate duly stiffened, & extra riveting, for connection to stern frame casting, provided. Bulkhead stiffeners lugged to horizontal girder and at lower end (unbracketed) fitted with back lugs. Boat deck aft- Extra supports provided in way of boat davits. Ventilation, drainage, sounding pipes and fittings, throughout the vessel, made to comply with the Rule requirements and in accordance with the Society's practice. General notes- Corners of notches in transverses for longitudinals, rounded off as required. Holes for liberation of gas in all deck longitudinals in cargo tanks & O.F. bunkers, made. All angle attachments to tight side of bulkheads caulked all round. Some defective rivets through shell, decks, bulkheads and other internal structure, renewed. Caulking overhauled where required, and made good.

NOTE:- Although the date of the last visit is 1/1/35, the Owners' written request to have the date of build assigned as 11-34 is forwarded for the favourable consideration of the Committee, in view of the fact that the major part of the Classification Survey was carried out in October and November 1934.

A CERTIFICATE FOR THE SUEZ CANAL AUTHORITIES has been issued at the request of the Owners as per copy herewith attached.

Enr. & J.A.

A few rivets were removed in various parts of the structure & the rivets, holes & counter-sinking found to be satisfactory, and ket holes were drilled in order to check the scantlings.

Enr. for J.A. & self.