

Box 72  
Dec 14  
+ 1

Lloyd's Register  
Foundation

Is Certificate required? If so, to be sent to this office







(striking plates fitted) and cargo battens.

Freeboard verified.

Shell plating and plating of strength deck drilled and gauged, list of thicknesses attached.

#### EXAMINED (INTERNALLY) & TESTED:

All double bottom tanks, O.F. bunkers & settling tanks, all deep tanks, F.W. tanks in tween decks.

#### TESTED:

Fore and after peak tanks.

N.B. The internal examination of fore and after peak tanks was not carried out at this time, as <sup>some was</sup> effected in May 1955 at Cardiff and credited to the Special Survey as per London telegram dated 5th August 1955.

All spaces previously cleared - ceiling, lining, cement and rust removed - and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

#### WEAR & TEAR REPAIRS

NOW DONE. - Rudder (lifted): gudgeon lignum vitae bushes renewed; surfaces of upper corner bearing, scored, now remachined.

- Deck plating: two upper deck plates, one on each side, in 2nd strake from stringer between frs. 45-50, found worn, now renewed; general depreciation of deck outside line of new hatchways now ~~for~~ compensated by fitting two additional welded doublers as reported above under "conversion".

- Deck longitudinals: four deck longitudinals, <sup>wasted,</sup> ~~part~~ renewed in way of No 1 hold (p.s.) and one on stbd. side together with ~~and~~ brackets and lugs to transverses; one deck longitudinal in way of new deep tanks amidships (p.s.), wasted, now renewed.

- Deck transverses at frs. 47 (p.s.), 53 (p.s.), 59 (p.s.), <sup>68 (p.s. centre & s.)</sup> 69 (centre), 72 (s.s.), 78 (p.s.) and 79 (s.s. part), found worn, now renewed; all transverses at centre, now forming new hatch end beams, found thin, now fitted with welded doublers excepting at fr. 69 where renewed; welded doublers now fitted to face bar of transverses at frs. 45 (p.s.), 46 (p.s.), 49 (s.s.), 57 (centre), 70 (p.s.), 71 (p.s.), 74 (p.s. centre), 76 (p.s.), 77 (p.s.) and 80 (s.s.), found thin; additional welded stiffeners now fitted to web plate of transverses at frs. 54 (s.s.), 55 (s.s.), 57 (p.s.), 60 (p.s.), 61 (p.s.), 64 (p.s.), 72 (p.s.), 74 (p.s.), 79 (s.s.), 80 (s.s.), found corroded.

- Side longitudinals: six side longitudinals (p.s.) and one (s.s.) <sup>wasted,</sup> ~~now part~~ renewed in No 1 hold; seven side longitudinals (p.s.) and three (s.s.), ~~wasted,~~ part renewed in No 2 hold; eight side longitudinals (p.s.) & three (s.s.) in No 3 hold, wasted, part renewed; five side longitudinals (p.s.) and five (s.s.) in No 4 hold, ~~wasted,~~ part renewed; four side longitudinals (p.s.) and 8 (s.s.) in No 5 hold, ~~wasted,~~ ~~part~~ renewed; seven side longitudinals (p.s.) and six (s.s.) in way of new midship deep tanks, ~~wasted,~~ renewed.

PLEASE, SEE CONTINUATION SHEET.

003706-003711-02643/5



DEC 1955

GENOA

④ Continuation of Report No. 21150 dated  
S/S "LETIZIA MONTANARI"

1/12/55

on the

- Side transverses at frs. 46 (s.s.), 47 (p.s.), 49 (p.s.), 51 (p.s.), 66 (p.s.), 70 (s.s.), 71 (s.s.) 72 (p.s.), found worn and slightly buckled, now part renewed.
- New deck girders (p.s.) obtained from the upper part of existing longitudinal bulkheads, now fitted with welded doublers at web in the following positions, where found thin:  
port side: frs. 44-46, 49-58, 67-69, 73-81  
stbd side: frs. 44-46, 49-51, 55-58, 67-76, 79-81.
- W.T. bulkheads. - Bulkhead at fr. 50: upper strake (p.s.) renewed and fracture in wing plating (p.s.) recut out, welded and a suitable welded doubler fitted in way; plating in the lower part of bulkhead (p.s.), found corroded, now reinforced by fitting two rows of horizontal flat bars welded to bkd. plating between stiffeners.  
- Bulkhead No 56: plating of 2nd strake from inner bottom, found corroded, now reinforced by fitting one row of horizontal bars welded to bulkhead plating between stiffeners; upper strake (s.s.), worn, renewed;  
- Bulkhead at fr. 65 (after end of deep tank): wing plating (p.s.) - ex side transverses - now renewed; upper and lower horizontal girders renewed;  
- Bulkhead at fr. 67 (fore end of deep tank): upper strake (p.s. centre & s.) and wing plating (p.s.) renewed or part renewed; upper and lower horizontal girders (port & centre & stbd.) renewed; plating of bulkhead at centre reinforced below upper horizontal girder, found corroded, now reinforced by fitting <sup>additional</sup> intermediate stiffeners.  
- Bulkhead at fr. 75: upper strake (centre), worn, now renewed; plating in the lower half, found corroded, now reinforced by fitting two rows of horizontal bars welded to bulkhead plating between stiffeners.
- Longitudinal bulkheads in way of midship deep tanks: 2nd, 3rd, 4th & 5th strakes (p.s. from top), worn, now renewed; 1st, 2nd and 3rd strakes (s.s. from top), worn, now renewed; plating in 6th strake (p.s.) and 4th, 5th & 6th strakes (s.s.) now reinforced by fitting additional intermediate horizontal stiffeners.
- Double bottom tanks: 4 girders at frs 77-78, thin and fractured, now part renewed; 4 girders at frs. <sup>49-50,</sup> 64-65 and 72-73, thin and distorted now part renewed; W.T. floor 75, fractured, now part renewed.
- O.F. deep tank forward & O.F. bunkers aft: a number of slack rivets in way of longitudinal end brackets and connection of longitudinals to side transverses now repaired by restoring connection by E.W.
- Cofferdam aft: a number of slack rivets in way of connection of horizontal webs to end bulkheads now repaired by restoring connection by E.W.
- Chain locker: lower part of port long. bulkhead renewed and lower part of after end & stbd side bulkheads doubled; bulkhead stiffeners to said bulkheads part renewed at lower part.
- Pump room forward: welded doublers fitted to fore part of access trunk, found worn.
- A number of brackets and lugs connecting side & deck longitudinals to transverses in way of holds, also several longitudinal end brackets,

PLEASE, SEE CONTINUATION SHEET.

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found thin, now renewed or, where practicable, reinforced by fitting a welded face bar

- a number of other repairs of a minor nature.

Damage (cause unknown). The following repairs now carried out in connection therewith:

- one shell plate in K strake (p.s.) in way of fr. 84, indented, now faired in place; one shell plate in B strake (p.s.) in way of frame 46 faired in place
- one shell plate in J strake at about fr. 56 of K & J strakes at fr. 46, indented, now faired in place
- Plating of W.T. bulkhead No 84, buckled at wing (p.s.) now port renewed.

Conditions of class. "Shell plate E.5 (p.45.) from aft being specially examined and dealt with as necessary at the Special Survey"; these shell plates, which were repaired at Newcastle in July 1953, now specially examined and found to remain efficient. It is submitted this condition of class be deleted.

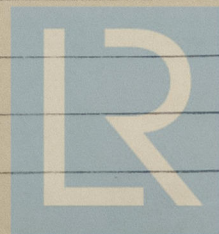
Endorsements. "Stem and stem plating (buckled)": nothing done at this time; specially examined and found to remain efficient.

"Bottom plating (port and starboard aft), slightly indented": nothing done at this time; specially examined and found to remain efficient.

Interim Certificate issued - copy attached.

tho

003706-803711-02645/5



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