

MAR 12 1940

No. 16116

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29/2/40 When handed in at Local Office 29/2/40 Port of GENOA
No. in Survey held at GENOA Date, First Survey & Last Survey 24/2/40 1939
Reg. Book. 29489 on the Wood, Iron or Steel Twin Sc. "M A U L Y" (No. of Visits One)

TONNAGE:— Built at Monfalcone By whom Cant. Nav. Triestino When 1925 8
GROSS 5463 Owners LLOYD TRIESTINO D. A. di Nav. Owners' Address -
UNDER DE. 4883 Managers - Port belonging to Venice
NET 3418

Surveyed Afloat or in Dry Dock? D. Dock Name of Dock Grazie Destined Voyage -
Cell D. B. or D. B. feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet 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. 12699 Port Tri

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

CHARACTER. % for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
* 100 A.I. 9-39	* LMC.CS.1-38 1-39
ss/Gen.Nº3-1-38	DBS.5-39
	CL.P.1-39 SW.1-39

Periodical Surveys, when held, must be reported in detail and serially 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.

A 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION-

NOW DONE:- Vessel placed in dry dock. Bottom and rudder (not lifted) cleaned, examined, found in order and recoated.

Weather decks, casings, skylights, hatches, ventilators and coamings, anchors, windlass, boats, steering gear and general equipment generally examined and found in order.

S.R. LIST Chafed bow plating not dealt with at this time. Specially examined and found to remain efficient.

DUAL SURVEY
LR & R.I.

SUMMARY OF DAMAGE REPAIRS:	Shell Plating	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	DK Plates	Other Items
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE	When Anchors or Chains are replaced
Decks	Good
Caulking of Decks	Good
Coamings	Good
Beams & Fastenings	Good
Outside Plating	Good
" " in way of sidelights	Good
Frames	Good
Reverse Frames	Good
Longitudinals	Good
Transverses	Good
Floors	Good
Keelsons	Good
Stringers	Good
Inner Bottom Plating	Good
Have the Tanks been examined internally?	No
Have the Tanks been tested?	No

Bulkheads	Good
Ceiling	Good
Cement or Asphalt	Good
Rudder	Good
Steering gear and its connections	Good
Windlass	Good
Have pumps been examined and found efficient?	not now examined
Have Sluice Valves been examined and found efficient?	not now examined
Have Watertight Doors been examined and found efficient?	not now examined
Have Ventilators and their Coamings been examined and found efficient?	Good
Air and Sounding Pipes	Good
Doubling Plates under Sounding Pipes	Good

Engine Room Skylights	Good
Coal Bunkers, Openings, Covers, &c.	Good
Oil Bunkers	Good
Scuppers	Good
Cargo Hatchways	Good
Hatches	Good
Planking	Good
Caulking	Good
Treenails	Good
Breasthooks & Stemson	Good
Transoms, Pointers & Crutches	Good
Timbers of Frame at openings	Good
" " at other places	Good
Stringers, Clamps & Sheives	Good
Salting	Good
(State if examined.)	Good

Copper, or Y.M. (State if on Well.)	Good
When fitted, Month	Good
Boats	Good
Masts, Yards, &c.	Good
Condition, how ascertained (State if wedges removed)	Good
Equipment letter	Good
Anchors, No. of	38 15 1K
Cables (State if now ranged)	No
" length (on board)	Good
" Ruls length	Good
Chain Locker	Good
Hawpers & Warps	Good
Standing and Running Rigging	Good
Sails	Good

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."

This vessel is eligible, in my opinion, to remain as now classed with fresh record of survey 2-40. The vessel's class is subject to chafed bow plating being dealt with at Owners' convenience. Deep tank not to be used as a tank until tested. (No Int.Cert. issued)

Survey Fee (per Section 29) Cond. Lit. 200.-
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £ 30.-
Second Surveyor's Fee (if any) £

Fees applied for,

29/2/40

Received by me,

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Committee's Minute

Character Assigned

WED 27 MAR 1940

WED 27 MAY 1942

OMIT CLASS
ON RE-PRINTE

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007722-007730-0271

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.