

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/8/37 When handed in at Local Office 11/8/37 Port of TRIESTE

No. in Reg. Book 23171 Survey held at Trieste Venice Date, First Survey June 10 Last Survey July 29 1937

on the Wood, Iron or Steel Twin Sc. "CONTE VERDE" (No. of Visits nine)
TONNAGE: Built at Glasgow By whom W. Bearausu & Co. Ltd. When 1923 MONTH 4
GROSS 18765 Owners Lloyd Trieste S. A. di Navig. Owners' Address
UNDER DK. 11201 Managers
ST 11527 Port belonging to Trieste

Surveyed Afloat or in Dry Dock? both Name of Dock Eurois Dock, Venice Destined Voyage Far East
VB=Cell D B or D Ba 478 feet; uE&B 15 feet; 676 tons.
Total capacity 1468 tons. FPT 85 tons; APT 96 tons; MT 15 feet 676 tons.

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. 11548. 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.)	Year and Month when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>+LMC MS 935</u>
<u>with foreboard</u>		<u>BS 5.36</u>
<u>11.36</u>		<u>TS CL 936</u>
<u>Stm N°3-1.36</u>		<u>+Lloyd RMC 11.36</u>
<u>Fitted for Oil Fuel</u>		<u>H-23 F.P. above 150° F</u>
Society's Foreboard (if assigned) as painted on Ship and now verified		<u>ft. ins.</u>

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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, S.R.L & Alteration.
Condition. None done. Vessel plaid in dry dock, bottom & midder cleaned, examined & repaired
a welded shoe plate fitted to the after end of the last Reel plate.
Weather vms, superstructures, hatchways, hatches, ventilators, steering gear & its connections, windlass & general equipment examined, and found in good condition.

S.R.L. A number of rounded rivets in Reel & girders plates in way of d. b. Timbers Nos 8, 9, 10 & 11 now renewed.
The deck house front in forward well satisfactorily joined, (please see Tri. Rpt. No. 11007 dated 8, 11, 35)
The deck over dynamo room & under refrigerated spaces (Tunnel flat)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								<u>P.T.O</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

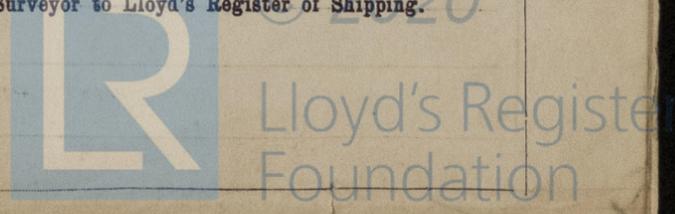
PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
<u>good</u>	<u>NO</u>	<u>✓</u>	<u>State if on Felt.</u>
<u>✓</u>	<u>NO</u>	<u>✓</u>	<u>When put on, Month Year</u>
<u>✓</u>	<u>✓</u>	<u>good</u>	<u>Boats</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Masts, Yards, etc.</u>
<u>✓</u>	<u>good</u>	<u>✓</u>	<u>Condition, how ascertained</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>(State if wedges removed)</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Sails</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Equipment letter</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Anchors, No. of</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Chain Locker</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Cables (State if now ranged)</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>length</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>on board</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>size</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Hawser & Warps</u>
<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>Standing and Running Rigging</u>

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."

It is submitted that this vessel is worthy to remain as classed, with fresh record of survey 7, 37, subject to the indented shell plate K 8 (10.2) being dealt with at Owners' convenience, and without special remarks for the riveting in Reel plates & girders plates for the deck house front & deck plating over dynamo.

Survey Fee (per Section 29) Cond. fine : 250 -
Alterations : 500 -
Special Damage Repair Fee (if any) (per Sec. 29) : 200 -
Fees applied for, 11/8/37
Received by me, 5/10/37
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 100 A1 subject
with obd.
Fitted for oil fuel &c.



Twin Sc. "CONTE VERDE"

almost completely removed, and 4 beams partly removed. It is recommended that the original note in the P.R.L. for the above items be not removed.

The indented shell plate K8 (p.s.) has not been dealt with at this time, same specially examined and found to remain efficient.

Alteration. An open air swimming bath on deck, as per approved plan attached, has been provided between frames 133 & 134. Also minor alterations have been satisfactorily effected.

[Signature]

THIS MARGIN IS NOT TO BE USED FOR WRITING. THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

When tested and
tendent.
If Societies, state Mechanical Tests
where tested and
erintendent.

