

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30/8/28 When handed in at Local Office 30/8/28 Port of GENOA

No. in Reg. Book 68321 Survey held at SPEZIA & GENOA Date, First Survey 13/8/27 Last Survey 22/8/28 19

on the Wood, Iron or Steel Twin Screw "CONTE VERDE" (No. of Visits nine (9))

TONNAGE: Built at GLASGOW & Co. By whom W. BEARDMORE & Co. Ltd. When 1923 YEAR. MONTH. 4mo

GROSS 18765 Owners LLOYD SABAUDO S.A. per Azioni Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 11201 Managers at Spezia Port belonging to Genoa

NET 11527 and at Spezia Name of Dock R. Arsenal-Spezia- Destined Voyage Buenos-Ayres

Surveyed Afloat yes in Dry Dock? no Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

WB=CellDBorDBa feet; uE&B feet; f feet feet }
total capacity tons. FPT tons; APT tons; MT feet 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. 9901 Port Gen

(Periodical Surveys, when held, must be reported in detail and serialim 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. "S. 3/11/28")

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 yes

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY No.1 - (Please see Genoa Rpt.9901); GENERAL

EXAMINATION & REPAIRS.

NOW DONE - Vessel placed in dry-dock; bottom stern frame and rudder cleaned examined, repaired as under and re-coated. Close & spar ceiling, foot plates in engine and boiler spaces, removed as per Rules and the whole of the steel work throughout the ship cleaned, examined and re-coated as necessary. Fore and after peak tanks, all double bottom tanks for water cleaned and examined inside. Peak tanks, deeptanks (all used for oil fuel), double bottom tanks, tested and found tight. Decks and their sheathings, examined. Masts, spars, rigging, anchors and general equipment examined. Ventilator and hatchway coamings, with their supports and covers throughout in position, tarpaulins, cleats and battens examined and found in efficient condition. Steering gear and connections, windlass-P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	1							Please see Body of Rpt.
Faired or Repaired in place	2							

PRESENT CONDITION OF THE	
Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>
Caulking of Decks <u>✓</u>	State if Tanks now tested <u>yes</u>
Coamings <u>✓</u>	Bulkheads <u>good</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>
Outside Plating <u>as above good</u>	Cement or Asphalt (State which.) <u>✓</u>
Breasthooks <u>good</u>	Rudder <u>✓</u>
Transoms <u>✓</u>	Steering gear and its connections <u>✓</u>
Frames <u>✓</u>	Windlass <u>✓</u>
Reverse Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>yes</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Keelsons <u>✓</u>	
Stringers <u>✓</u>	
Inner Bottom Plating <u>✓</u>	
	Dblg. Plates under Sounding Pipes <u>fitted</u>
	Engine Room Skylights <u>good</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>
	Scuppers <u>✓</u>
	Cargo Hatchways <u>✓</u>
	Hatches <u>✓</u>
	Planking of Wood Vessels <u>✓</u>
	Caulking ditto <u>✓</u>
	Treenails ditto <u>✓</u>
	Breasthooks & Stemson ditto <u>✓</u>
	Transoms, Pointers, & Crutches ditto <u>✓</u>
	Timbers of Frame at openings ditto <u>✓</u>
	Ditto ditto at other places ditto <u>✓</u>
	Stringers, Clamps & Shelves ditto <u>✓</u>
	Salting ditto (state if examined.) <u>✓</u>
	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month <u>✓</u> Year <u>✓</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>✓</u>
	Condition, how ascertained <u>by exam.</u> (State if wedges removed) <u>no</u>
	Sails <u>✓</u>
	Equipment letter <u>✓</u>
	Anchors, No. of <u>five</u>
	Cables (State if now ranged) <u>no</u>
	„ length (on board) <u>stated</u> size <u>complete</u>
	„ Rule length <u>stated</u> size <u>complete</u>
	Hawser & Warps <u>good</u>
	Standing and Running Rigging <u>✓</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."

This vessel is eligible, in our opinion, to remain as classed with fresh record 8,28 and notation S.S. Gen.No.1-27.

Survey Fee (per Section 29) S.S.No.1 Lit. : 1670.00 Fees applied for, 30/8/1928 J.A.

Special Damage & Repair Fee (if any) Repairs " : 500.00 Received by me, 24/9/28

Travelling Expenses (if chargeable) " : 200.00

Second Surveyor's Fee (if any) " : ✓

Committee's Minute FRI. 21 SEP 1928

Character Assigned 100 A.1 With 4bd

ss. No.1-27 + RMC 8-28
Fitted for Oil Fuel



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to yes - this Office

watertight doors, hand pumps, life boats, air and sounding pipes (doubling plates under the latter fitted) examined and found good. Freeboard verified in order).

GENERAL EXAMINATION - Vessel placed in dry-dock bottom & rudder re-examined. Holds tween decks, engine & boiler spaces, weather decks, superstructures, ventilator and hatchway coamings with supports, covers, tarpaulins cleats, and battens, windlass, steering gear, life boats generally examined and found in good and efficient condition after than following repairs effected.

WEAR AND TEAR REPAIRS - A few defective rivets through rudder plates made good. Keel plates Nos. 2, 3 & 4 from aft somewhat worn at the underside doubled. Butt laps of the remaining keel plates are somewhat worn and the Owners' proposal to have same dealt with as occasions offer ^{within} about one year time, merits in my opinion, the favourable consideration of the Committee. The Owners express the wishes that no mention of this fact be made in the classification certificate.

Sundry bottom shell rivets corroded at points renewed and a number of leaky rivets through lower part of stem renewed.

DAMAGE REPAIRS : -

- 1) Please see Genoa Rpt. 9901. The following repairs have been effected in August 1927 : -
 Starboard side shell plating forward : -
 E strake, No. 4 plate faired in place
 F strake, No. 5 plate faired in place
 F strake, No. 6 plate removed faired and replaced.
- 2) Damage alleged to have been sustained through unknown reasons sometime on 1927 to the starboard hawse pipe.
 NOW DONE * Starboard hawse pipe found fractured in places removed and renewed.
- 3) Damage alleged to have been sustained through heavy weather on the voyage from Genoa to Buenos-Ayres on April 1928 and on the voyage from Buenos-Ayres to Genoa on July 1928.
 NOW DONE - Starboard bilge keel sundry slack rivets, renewed. A few shell rivets in after peak slightly weeping, made good. Contra-propellers fitted in August 1927 found damaged, entirely removed and replaced as shown in plan enclosed.

 J. A.



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Foundation