

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21/2/36. When handed in at Local Office 21/2/36. Port of GENOA,
 No. in Survey held at GENOA, Date, First Survey 4/2/36. Last Survey 10/2/36. 1936
 Reg. Book. on the Wood, Iron or Steel SC. T E R G E S T E A (No. of Visits Five.)
34900 TONNAGE: Built at Monfalcone By whom Cant. Nav. Triestino When 1926 MONTH 9
 GROSS 5890 Owners Soc. Anon. di Nav. G. L. Premida Owners' Address -
 UNDER DK. 4431 Managers - Port belonging to Trieste.
 NET 3708

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Genoa Harbour. Destined Voyage Unknown.

WB = Cell DBor DBa feet; uE&B feet; f 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. 11144 Port Tri

(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.

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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR NEW MASTS & STRENGTHENING IN WAY OF SAME. The Owners decided to renew the two masts of this vessel with a view to adapting equipments of 10 ton derricks.

NOW DONE- (Please see reference sketch attached). From one mast, stated to have been recovered from a warship; obtained the two masts, their outer diameter, (which is uniform for full length) being 770 m/m and length, between partners and hounds, 8.80 metres (total length 10.8 metres). The masts were carefully examined, found in good condition, the actual thickness verified to be of 10 m/m, the masts being also stiffened internally by four angle bars, two 130 x 110 x 12 m/m. & two 90 x 75 x 11 m/m. Masts now doubled as per Rules at heel, partners and hounds, the derricks being supported direct from deckhouses. The original double riveted butt straps of the plating of these masts strengthened by electrically welding the edges of the butts using Cresta electrodes. Test pieces cut from the plating and tested with satisfactory results. Masts placed in the same position as

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
Renewed								P.T.O.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt).
Caulking of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	When put on, Month Year
Coamings	Bulkheads	Engine Room Skylights	Boats
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained ABOVE.
" " in way of sidelights	Rudder	Scuppers	(State if wedges removed)
Breasthooks	Steering gear and its connections	Cargo Hatchways	Sails
Transoms	Windlass	Hatches	Equipment letter Y
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	" length mean diam.
Floors		Transoms Pointers, & Crutches ditto	" Rule length size
Keelsons		Timbers of Frame at openings ditto	Hawser & Warps
Stringers		Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting (State if examined.) 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 ptd 24, &c."

This vessel is eligible, in my opinion, to remain as classed without fresh record of survey. No Interim Certificate issued.

DUAL SURVEY
L.R. & R.I.

Survey Fee (per Section 22) Alterations Lit. 500.-

Special Damage or Repair Fee (if any) 50.-

Travelling Expenses (if chargeable) 50.-

Second Surveyor's Fee (if any) 50.-

Fees applied for, 17/2/36.

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned as now

FRI. 6 MAR 1936

FRI. 20 MAR 1936

WED. 3 JUN 1936

Lloyd's Register
Foundation

007881-007887-0086 1/2

27 FEB 1936

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?

10m. 1.24 - Transferring
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

Each mast rigged with four shrouds each side, & three back stays, all these steel wires stated to be original. The structures examined whilst derricks being tested, at the request of the Registro Italiano, by lifting a load stated to be of 12 tons and found satisfactory.

_____ *mg*

0m, 12, 51, 007881-007882-0086 2/

© 2021
Lloyd's Register
Foundation

007881-007887 - 0086 2/2

5m, 12,31.