

Rpt. 8.

(Received at London Office

No. 13416

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th Aug 1950 When handed in at Local Office 31st Aug 1950 Port of TRIESTE
 No. in Survey held at TRIESTE Date, First Survey 18th July 1950 Last Survey 24th August 1950
 Reg. Book. 63182 on the ~~Wood Iron or Steel~~ S.S. "JANO" (No. of Visits 18)

TONNAGE: — Built at GREENOCK By whom G. BROWN & CO. When 1922 3.
 GROSS 2500 Owners EMANUELE BALDUCCI Owners' Address
 UNDER DK 2248 Managers Port belonging to TRIESTE
 NET 1477

Surveyed Afloat or in Dry Dock? both Name of Dock Drydock - ARSENALE - TRIESTE Destined Voyage
 Cell DB or DBa feet; uE & B feet; f fee
 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. 56524 Port Cff.

(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.)

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.

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 DOCKING AND CONVERSION TO OIL FUEL.

Now DONE: — Vessel placed in drydock, shell plating, sternframe and rudder cleaned, examined and recoated. Last seen in drydock 18/8/50.

EXAMINED: — Holds, decks, casings, hatchways, coamings, ventilators and closing appliances, air and sounding pipes, steering gear, windlass and general equipment all generally examined and found or placed in an efficient condition.

REPAIRS WEAR & TEAR: — Sundry minor repairs only effected.

S.R. LIST N° 109: — Indented side shell plating etc (P.S) — Shell plate 4" x 1/4 in 1st strake below sheerstrake (P.S) removed — part cropped and renewed and remaining portion faired and refitted. Shell plate 4" x 1/4 in 2nd strake below sheerstrake P.T.O.

SUMMARY OF DAMAGE REPAIRS: —	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...	✓				✓			✓
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks efficient	part ex ^d efficient	efficient	(State if on Felt.)
Caulking of Decks — do —	efficient	✓	When fitted, Month Year
Coamings — do —	Cement or Asphalt ✓	Oil Bunkers good	Boats efficient
Beams & Fastenings — do —	Rudder efficient	Scuppers part ex ^d efficient	Masts, Yards, &c. — do —
Outside Plating — do —	Steering gear and its connections generally	Cargo Hatchways efficient	Condition, how ascertained from deck
" " In way of sidelights ✓	Windlass part ex ^d efficient	Hatches — do —	(State if wedges removed.) "S"
Frames part ex ^d efficient	Have pumps been examined and found efficient? NO	Planking	Equipment letter 3B 15
Reverse Frames ✓	Have Stulce Valves been examined and found efficient? NO	Caulking	Anchors. No. of 3B 15
Longitudinals ✓	Have Watertight Doors been examined and found efficient? NO	Treenails	Cables (State if now ranged) NO
Transverses ✓	Have Ventilators and their Coamings been examined and found efficient? NO	Breasthooks & Stemson	" length stated 30 fms
Floors ✓	Air and Sounding Pipes part ex ^d efficient	Transoms, Pointers & Crutches	" Rule length still short
Keelsons ✓	Doubling Plates under Sounding Pipes ✓	Timbers of Frame at openings	Chain Locker ✓
Stringers ✓		" " at other places	Hawsers & Warps sufficient
Inner Bottom Plating part ex ^d efficient		Stringers, Clamps & Shelves	Standing and Running Rigging efficient
Have the Tanks been examined internally? NO		Salting	Sails ✓
Have the Tanks been tested? see report.		State if examined.	

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 as No. 1-38."

This vessel is eligible in our opinion to be continued as now classed with fresh record of "docking 8/50", and notation of "Fitted for Oil Fuel 8/50, F.P. above 150°F" subject to 30 fms chain cable being placed on board at the earliest opportunity.

Survey Fee (per Section 29) Dk 7850 Lx 15% = 66.72
 OIL FUEL CONVERSION 80,000 Lx 15% = 68.000
 Special Damage or Repair Fee (if any) S.R.L. = 6.300
 (per Sec. 29) SUNDAY ATT (2) = 12,000
 LATE ATT (2) = 8,000
 Travelling Expenses (if chargeable) OFF EXP. = 4,000
 CAR FUND. = 5,000
 Second Surveyor's Fee (if any) 3% TAX = 3,300

Fees applied for, 31.8 10/10

Received by me, 19

Alex M. Hopkins & Co. Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUES. 10 OCT 1950

Character Assigned 8.50 Tr. subject

Write 31. Fitted for oil fuel 8.50, F.P. above 150°F.

007947-007957-0139

Lloyd's Register Foundation

