

Rpt. 8.

(Received at London Office)

17 JUL 1954

No. 14792

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of COPENHAGEN.

No. in Survey held at COPENHAGEN. Date, First Survey 14th July Last Survey 9th July 1954

Reg. Book. 06379 on the Wood, Iron or Steel S.S. "TERESA CAPANO" EX. "CLARA" (No. of Visits 3)

TONNAGE: — Built at KIEL By whom HOWALDTSWERKE When 1925

GROSS 1484 Owners RAFFAELE CAPANO Owners' Address

UNDER DK. 1070 Managers Port belonging to TORRE DEL GRECO

NET 793

Surveyed Afloat or in Dry Dock? BOTH Name of Dock NORDHAVNS VERFT. & AFD. Destined Voyage DENMARK - ITALY.

Cell DBor 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. 14610. Port Cpn.

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 all 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 yes Supt.

Was a damage report made by anyone else? if so, by whom? Underwriters Surveyor.

IRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & GENERAL EXAMINATION AS PER CIRCULAR 1959.

(SEE ALSO SECRETARY'S LETTERS).

MADE States to have been caused by:-

Contact with the quay at Reykjavik on the 20th Feb 1951.Contact with the quay at Fedalah (Casablanca) on the 6th November 1951.

Cause not stated.

W DONE:-

Vessel placed in dry dock, bottom and rudder cleaned, examined

and recoated.

PAIRS. DAMAGE (1) Sheer plating on Starboard side abreast Bridge end.

[OVER]

RY OF DAMAGE REPAIRS:-

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

Renewed See repr.?

Removed and Fairled or Repaired 4 + 1 part.

Fairled or Repaired in place 13.

CONDITION OF THE

Efficient

Bulkheads Efficient

Celling do

Cement or Asphalt do

Rudder Good

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient? no.

Have Shute Valves been examined and found efficient? no.

Have Watertight Doors been examined and found efficient? yes.

Have Ventilators and their Coamings been examined and found efficient? yes.

Air and Sounding Pipes Efficient

Doubling Plates under Sounding Pipes no.

Engine Room Skylights Efficient

Coal Bunkers, Openings, Covers, &c. do

Oil Bunkers no.

Scuppers Efficient

Cargo Hatchways do

Hatches do

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings.

" " at other places

Stringers, Clamps & Shelves

Sitting

State if examined.

Copper, or Y.M.

(State if on Port.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. Efficient

Condition, how ascertained from deck.

(State if wedges removed.)

Equipment letter 7/16

Anchors, No. of 3 B. 15. 1 K.

Cables (State if now ranged) no.

" length States complete.

(on board.)

" Rule length size

Chain Locker no end

Hawsers & Warps Efficient

Standing and Running Rigging do.

Sails /

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

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 be continued as now classed with fresh

record of any docking 7.54. subject to the special survey being carried out on the

vessel's arrival at an Italian port (Not later than 31st July 1954.)

Survey Fee (per Section 29) 400.-

Special Damage or Repair Fee (if any) 250.-

Travelling Expenses (if chargeable) 6.-

Second Surveyor's Fee (if any)

Committee's Minute 10-8-54

Character Assigned Deferred for SS

write by (H) but 7.54 Cpn, subject (with endorsement)

57.54 LMC 7.53

Delete Land up - Surveys overdue

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

"TERESA CAPANO"

one plate in 1st stroke below R.Q. ~~the~~ sheer and one plate in
2nd stroke below R.Q. ~~the~~ sheer removed, fairer and refixed.
13 side frames in way fairer in place.

REPAIRS DAMAGE NO (2) On starboard side forward in way of fwd well.
upper Deck sheerstrake cropped and part removed, fairer & refitted
with new welded butt.

upper deck stringer plate in way faired in place. Stringer angle
cropped and part renewed.

REPAIRS DAMAGE (3) on poop sheerstrake. Port side.

2 plates removed, fairer and repaired.

Now Done for General Examination.

NOTE:- This vessel's period of grace expired on the 30th June 1954, but on the sale of the ship to the present Italian owners, a General Examination has been held to enable the ship to proceed to an Italian port where the Special Survey is to be held.

During a survey afloat in Copenhagen (see Copenhagen Rept. No 14610) tentative recommendations were made in order to give the owners at that time, an idea of the probable extent of repairs to deck plating etc., which would be required for a special survey. None of

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

these recommendations have been carried out and the present General Examination has been confined to ascertaining the vessel's fitness to proceed to Italy. On the vessel's arrival in Italy, therefore, it will be necessary for the complete requirements of a Specimen Survey to be complied with.

NOW DONE FOR GENERAL EXAMINATION.

The weather decks, tween decks, holds, bilges, coal bunkers clear of coal, structure below the boilers, peak, machinery spaces, casings, ash shoot

14 JUL 1954

Port of

Continuation of Report No. 14792 dated

on the

"TERESA CAPANO"

ventilators, hatchways and all closing appliances, watertight door, steering gear and its connections, auxiliary steering gear, windlass and general equipment examined and found in an efficient condition. The steering gear and the windlass have been tried over under steam.

A few frame spaces of the double bottom tanks forward and aft of the machinery spaces and also in way of the machinery spaces have been examined and found in an efficient condition.

A provisional tonnage certificate has been issued by the Local Surveyor to the Registro Italiano.

An interim certificate has been issued to enable the ship to proceed to an Italian port, loaded, subject to the special survey being carried out upon the vessel's arrival. Not later than the 31st July 1954.

A few minor wear and tear repairs have been effected at this time.

PER SPECIAL REASONS LIST.

W.T.B.

The set in the stroke plate etc. (J.S.F.) has now been permanently repaired. (See this Repr. Damage (2)) and it is submitted that this item be now deleted from the Special Reasons List.



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