

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 13th Apr. 1945 When handed in at Local Office 13th Apr. 1945 Port of Baltimore, Maryland
No. in Survey held at Baltimore, Maryland Date, First Survey Sept. 8th, 1944 Last Survey January 17th 1945
Reg. Book. 79299 on the Wood Iron Steel M. V. "LAVORO" (No. of Visits 22)

TONNAGE:— Built at Trieste By whom Cantieri Riuniti Dell' Adriatico When 1938
GROSS 7886 Owners A. Lauro Owners' Address —
UNDER DK. — Managers Anglo Saxon Petroleum Co. (if not already recorded in Appendix to Register Book).
NET 4453 Port belonging to Naples

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co., Key Highway Destined Voyage —

Length DB or DBa — feet; uE&B — feet; f — feet
Tonnage capacity — tons. FPT — tons; APT — tons; MT — tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. — Port —

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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 } — ft. — ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking, Damage Repairs, Special Survey No. 3 for Contemplated Classification.

The vessel placed on the drydock, the bottom and rudder cleaned, examined and coated.

Done for damage stated to have been sustained by scuttling and subsequent submerging at Gibraltar, June 1940 and by sabotage at Carthage, January 1944:— The rudder, rudder stock, upper stock, carrier bearing and hydraulic operating gear removed, the sole plate removed and the distorted fore and aft longitudinals below cut out, the set down second deck plating in way released, two fore and aft and one thwartship flanged girder 10" x 5/8" fitted below second deck and also below maindeck after fairing of main and second decks, a new 1" soleplate fitted on main deck and the main and second decks faired and refastened. The hydraulic operating gear replaced and lined up to tiller, the carrier bearing faces machined true, the rudder and upper stock replaced and all closed up in true alignment. The steering engine and all gear opened up, examined, minor repairs made and all closed up in order. (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 Faird or Repaired —								
Faird or Repaired in place —								

SENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Good	Good	Good	When fitted, Month — Year —
Condition of Decks —	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	Boats — Good
Platings —	Cement or Asphalt —	Oil Bunkers — Good	Masts, Yards, &c. —
Rivets & Fastenings —	Rudder — Good	Scuppers —	Condition, how ascertained. Examined (State if wedges removed.) —
Deck Plating —	Steering gear and its connections —	Cargo Hatchways —	Equipment letter —
" in way of sidelights — Good	Windlass —	Hatches —	Anchors, No. of 2 B 1 S
Frames —	Have pumps been examined and found efficient? Yes	Planking —	Cables (State if now ranged) — Yes
Longitudinals —	Have Sluice Valves been examined and found efficient? —	Caulking —	" length 255 fms. mean diamr 2 7/16 (on board)
Transverse —	Have Watertight Doors been examined and found efficient? —	Treenails —	" Rule length — size —
Beams —	Have Ventilators and their Coamings been examined and found efficient? Good	Breasthooks & Stemson —	Chain Locker — X Good X
Bottom Plating —	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	Hawsers & Warps —
the Tanks been examined internally? Yes	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Standing and Running Rigging —
the Tanks been tested? Yes		" " at other places —	Sails —
		Stringers, Clamps & Shelves —	
		Salting — (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 ss No. 1-38."

This vessel so far as now seen is in good and efficient condition and is eligible in my opinion to have record of survey 1,45 and a record of Examined 1,45 Classification Contemplated, subject to the port and starboard domestic fresh water tanks aft being permanently repaired at the Owners' Convenience.

Fee (per Section 29) — £ —
and
Damage or Repair Fee (if any) — £ 850.00
(per Sec. 29)
Landing Expenses (if chargeable) — £ 12.75
Late and Sunday Fee 20.00
Second Surveyor's Fee (if any) — £ —

Fees applied for, Apr. 13, 1945
Received by me, —
19 —

Surveyor to Lloyd's Register of Shipping.

Committee's Minute — NEW YORK APR 18 1945 S. B. B.
Character Assigned — See First Entry Rpt. attached



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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to —

M. V. "LAVORO"

Hull Cont'd.

The second shell plate from forward in first strake above main sheer starboard side in way of amidship superstructure cropped for an approximate length of twenty feet, the forward section renewed and butt welded where cropped and a number of distorted shell frames in way cropped, faired and replaced and butt welded where cropped. Two side light frames in way of distorted shell plating faired and replaced with new glass. Crew accommodation in way of above refitted with new equipment.

Indented shell plate F 4 starboard side from aft cropped, approximately ten feet renewed, the doubling plate in way of sea valve removed, the shell plate butt welded where cropped and all reriveted.

All sidelight glasses throughout vessel renewed, all frames reconditioned and all deadlights refitted and placed in order.

The port and starboard crew accommodation on maindeck aft entirely refitted throughout with new equipment, the maindeck, poop deck and shell in way scaled and examined and found good.

The fore and after peak tanks, deep tanks, fuel oil and double bottom tanks all cleaned and tested to Rule requirements, minor leaks caulked and all placed in order. Cargo pumping lines and all heating coils tested throughout and all placed in order.

Done for Special Survey No. 3:- The bottom plating examined and tested on drydock, the fore and after peak spaces, the forward deep tanks, cofferdam, dry cargo hold, forward pumproom, the port, starboard and centre main cargo tanks, the forward and aft main pumprooms, engine and boiler room spaces, the port and starboard fuel oil tanks, the double bottom tanks and cofferdams in machinery space all cleaned, examined throughout, found in order and tested to Rule requirements and proven tight. The suction throughout main cargo tanks removed, shell plating in way examined and found good, the decks hatches, ventilators and coamings air and sounding pipes

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.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking lbs.	Supplied.	Per Rule.	Length.	Diam.			
2253	60	Ins.	150	150	20429				Stud	Net. Malleable & Steel Castings Co.	November 16th, 1944 Pittsburgh, Pa. W. J. Fleming
Iron Stream Chain or Steel Wire			150	150							

examined, the anchors and cables ranged, examined and checked, the windlass and steering gear examined, the accommodation, forward, amidships and aft and the shell plating under the side lights examined, minor repairs made and all placed in order. The masts, rigging and general equipment examined, the existing freeboard markings assigned by Registro Italiano now verified and a provisional certificate valid for six months now issued.

Done for Contemplated Classification:- The vessel examined throughout, all freeboard and structural details measured and recorded and Reports C 11, C 11 (comp) and Rept. 1 forwarded herewith.

Done for damage stated to have been sustained by pumping up the domestic fresh water tanks aft of machinery space:- The distorted transverse bulkheads reinforced with 3 1/2" x 3 1/2" angles

M. V. LAVORO

Hull Cont'd. Sheet No. 2

fitted diagonally and welded. The ruptured bulkhead plating welded, a number of

started shell rivets caulked and the tanks tested and proven satisfactory.

Done for equipment:- Sixty fathoms chain cable now supplied and placed on board.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.