

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 99.38 Port of TRIESTE
No. in Survey held at 101 Date, First Survey June 27 Last Survey Sep 1 1938
Reg. Book. 81377 on the Wood, Iron or Steel 55. "PERLA" (No. of Visits eleven)

TONNAGE:-

GROSS 5741

UNDER DEK 5061

NET 36142

Built at

P.T. Glasgow

By whom

Clyde S.B. & E. Co. Ltd

When

1936

MONTH.

Owners

Lloyd Triestina Soc. Anon. di Nav.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to

Venice

Surveyed Afloat or in Dry Dock?

both

Name of Dock

Inglin Olivi - Pola

Destined Voyage

Capetown

WB=CellDBorDBa 338 feet; uE&B 338 feet; f 338 feet
total capacity 1233 tons. EPT 123 tons; APT 60 tons; MT 338 tons.

N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Survey (including date of N.B., in any).	Machinery and Boiler Surveys (including date of N.B., in any).
+ 10071.	+ LMC - 4.34	
10.34.	B.S. - 6.34	
S.S. Tri. No. 3 - 34	T.S. a - N - 2.38	
	+ Lloyd's RMC - 2.38	

Last Report, No.

2337 Port

C In

(Periodical Surveys, when held, must be reported in detail and seriatim 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 per Cape Town Rpt.

dated 9.5.38 (see Lr H 22/6/38)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage repairs & S.S. No. 3.

Damage stated to have been sustained through the vessel grounding on the 9.4.38 whilst on a voyage from Valparaiso Bay to Batavia.

Now done. Vessel placed in dry dock, bottom and prodder, cleaned, examined and the following damage repairs effected:

Bottom plates. All plates, frames, floors etc. examined from aft in accordance with ship's original plan.

Keel plates. removed Nos. 4, 5 & 7.

removed, faired & refitted Nos. 3, 3, 6, 8 & 19.

faired in place Nos. 1, 9 & 18.

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	33	23	✓	51	✓	✓	✓	Part removed frames 45
Removed and Faired or Repaired	41	40	✓	33	✓	✓	✓	do - floors 45
Faired or Repaired in place	40	13	✓	16	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	Sound	State if Tanks have been examined inside	yes	Air and Sounding Pipes	Sound	Copper, or Y.M. of Wood Vessels	(State if on Felt.)
Caulking of Decks	dr	State if Tanks now tested	yes	Dblng. Plates under Sounding Pipes	dr	When put on, Month	Year
Coamings	dr	Bulkheads	Sound	Engine Room Skylights	dr	Boats	Sound
Beams & Fastenings	dr	Ceiling	dr	Coal Bunkers, Open'gs, Lids, &c.	dr	Masts, Yards, &c.	dr
Outside Plating	dr	Cement or Asphalt (State which.)	yes	Oil Bunkers	✓	Condition, how ascertained	by examination
" " in way of sidelights	dr	Rudder	Sound	Scuppers	Sound	(State if wedges removed)	✓
Breasthooks	dr	Steering gear and its connections	dr	Cargo Hatchways	dr	Sails	✓
Transoms	dr	Windlass	dr	Hatches	dr	Equipment letter	
Frames	dr	Have pumps now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	3 B. 13. 1K
Reverse Frames	dr	Have Sluice Valves now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	Sound
Longitudinals	dr	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes
Transverses	dr	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms, Porters, & Crutches	ditto	length 2 1/2 fms mean diam. 58 mm	
Floors	dr			Timbers of Frame at openings	ditto	Rule length 2 1/2 fms size 58 mm	
Keelsons	dr			Ditto Ditto at other places	ditto	Hawser & Warps	Sound & complete
Stringers	dr			Shangers, Clamps & Shims	ditto	Standing and Running Rigging	Sound
Inner Bottom Plating	dr			Salting	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."

This vessel is in my opinion eligible to remain as classed with fresh record of survey 9.38, and notation of S.S. Tri. No. 3-9.38. without special remarks for grounding.

Survey Fee (per section 29)	2035	Fees applied for	9/9/38
Special Damage or Repair Fee (if any) (per Sec. 29)	5000	Received by me,	19
Travelling Expenses (if chargeable)	1280		
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

TUE. 4 OCT 1938

10071 without spl and

S.S. No 3-9.38 + LMC 9.38

without spl and

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008417-008427-020814

S.S. "PERLA"

Portside. Strake 7. - powered two. 4, 8 & 19.

removed, joined & refitted, Nos. 3, 5 & 6.

joined in place, Nov. 2, 7th 18.

Strake B. - renewed, Tns. 4 & 8.

removed, joined & refilled, Nos. 3 & 6.

Joined in place, Nov. 2, 7, 18 & 19.

Stroke C. - removed plate No. 8.

removed, joined & refitted Nos. 4, 6 & 7.

Fixed in place Nos. 5, 9 & 14.

Stroke J. - removed plates Nos. 9, 12 & 14.

prepared, joined & perfited Nos. 6, 7, & 8.

Joined in place Nov. 5 & 11.

Strat. E. - Cracked & partly pinched plates Nos. 12 & 14.

joined in place No. 15 & 16

Starboard side, Strake A. - powered plating Nos. 3, 4 & 7.

removed, gained & refilled Nos. 5 & 8.

joined in place Nos. 2, 6, 9, 10, 11, 18, 19 & 20.

Stroke B. - powered plates Nos. 9 & 10.

removed, joined & refitted Nos. 3, 4, 5, 6, 7, 8, 15, 16, 17 & 18.

joined in place Nos. 11 & 14.

Strake C. - powdered plates Nos. 7, 17 & 18.

removed, joined & refitted Nos. 6, 9, 10, 11 & 15.

Joined in place Nov. 8, 12, 14 & 16.

Strake E. - removed, raised & refitted No. 9.

joined in place Nov. 8, 10, 11, 12, 14, 15 & 16.

Don't be lathered Thanks.

Centre girder. Chopped & renewed from frames Nos. 12 to 15, from Nos. 36 to 42, from Nos. 45 to 51 and from frames Nos. 58 to 61. Keel angles in way renewed.

joined in place from frames Nos. 153 to 156. Red angles
in way cropped, joined & refitted.

Side girders - Portside. - Removed from frames Nos 60 to 61; primed joined & refitted from frames Nos. 148 to 149.

Harvard birds. - Renewed from James Nos. 78 to 81 and from Nos. 112 to 132.; renewed, joined & refitted from James Nos. 39 to 41 & from Nos. 53 to 54; joined in place from James Nos. 148 to 150.

Spinner. - Outside. - Solid floor frames, removed from Nos. 19 to 30. Cup-
ped & partly removed Nos. 39, 42, 53, 54, 57, 60, 61, 66, 67, 89
105 & 128.

Skeleton floor frames, removed, joined & ref. to Nos. 31, 32, 34.

38, 40, 41, 43, 53, 58 & 59. - Crippled, injured & refitted too 88, 106

P.T.O.
0208²/₄

5m.11.37. (MADE IN ENGLAND.

N.B.—If this Report is copied by Copying Press, especial 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.

S.S. "PERLA"

107 & 109. - Joined in place Nos. 37, 38 & 56. -

Starboard side. - Solid floor frames, removed from Nos. 18 to 30.

Cropped & partly removed Nos. 36, 42, 45, 48, 51, 53, 54, 60, 61, 62,

63, 64, 65, 66, 67, 68, 81, 84, 87, 111, 114, 117, 134, 135, 136,

137, 138, 139, 140, 141, 142, 143 & 144. - Joined in place

Nos. 69, 70, 71, 72, 107 & 150. -

Skeleton floor frames. Removed, joined & refitted Nos. 31, 32, 40,

41, 43, 44, 46, 47, 49, 50, 51, 52, 59, 79, 81, 109, 110, 113, 113,

115, 116 & 119. Cropped, joined & refitted Nos. 82, 83, 85 & 86.

Joined in place Nos. 55, 56, 58 & 107.

Solid floors. - Portside. Removed Nos. 16, 19 to 30 & 39. Cropped and
partly removed Nos. 42, 53, 54, 57, 60, 61, 66, 67, 89, 105 & 148.
Joined in place Nos. 15, 36 & 147.Starboard side. Removed from Nos. 18 to 30. Cropped and partly
removed Nos. 35, 36, 42, 45, 48, 51, 53, 54, 60, 61, 62, 63, 64,
65, 66, 67, 68, 84, 87, 111, 114, 117, 134, 135, 136, 137,
138, 139, 140, 141, 142, 143, 144 & 146. - Joined in
place Nos. 17, 57, 106, 107, 145 & 150.Skeleton floors. - Portside. - C.G. Brackets, removed Nos. 36, 37, 40, 41,
46, 47, 49, 50, 58 & 59. - Removed, joined & refitted Nos. 31,
32, 43 & 55. -

Margin brackets, removed Nos. 31, 43, 59, 106 & 109. -

Removed, joined & refitted Nos. 47, 55, 58, 88, 104 & 107.

Starboard side. C.G. Brackets removed Nos. 49, 50 & 58. - Re-
moved, joined & refitted Nos. 31, 32, 37, 40, 41, 46, 47 & 59. - Join-
ed in place Nos. 43, 44 & 52.Margin brackets, removed Nos. 43, 44, 46, 47, 49, 50, 108
& 112. - Removed, joined & refitted Nos. 31, 32, 59, 109 & 116.
Joined in place Nos. 80, 82, 83 & 85. -Margin plates. - Portside. Cropped & removed from frames Nos. 87 to 92,
and from Nos. 103 to 107. - Two tank side brackets in
way, removed and 8 removed, joined & refitted.Starboard side. - Cropped & removed from frames Nos. 80 to 85
and from Nos. 134 to 142. - Tank side brackets in way
joined in place.

Rudder

Rudder unshipped and checked for alignment in ship &
found the main piece slightly bent over to port, the rudder
plate & the 2nd. pintle from heel bent. Rudder plate removed,
main piece & plate joined and afterwards plate re-pivoted on
rudder arms. Second pintle removed. Gondwans bored & re-
bushed. Rudder refitted & tested with satisfactory results.

S.S. "PERLA"

On Completion of repairs the fore & after peak tanks and all double bottom tanks tested as per Rule requirements & found tight. fore & after peak tanks and all d.b. tanks sealed & painted. Cement in bottom & in way of bilges renewed where necessary. All disturbed work in way of the damage replaced or renewed and the repairs repainted.

The insulation & blind pipes in No. 1 hold have now been removed. This hold being now used for general cargo. Ceiling and cargo battens fitted.

- 2) Damage stated to have been sustained whilst refloating the vessel after being beached at Salvo Bay on the 14.4.38. Repairs now effected. Starboard side, strake K (not J as reported in Cape Town Rpt.) shell plate 12 from fore removed, joined & refitted and 2 frames in way joined in place. One ventilator tube to after peak tank removed. Ladder in starboard ventilator to No. 6 hold removed, joined & refitted.

Repairs have tested on completion where necessary, found tight and recoated.

S.S. No. 3. - Holds, trunnels, peaks, bunkers, engine & boiler spaces, chain locker, cushion spaces cleared, cleaned, examined, sealed & coated where necessary. Decks, hatchways, hatches, tarpaulines & lashing arrangements, masts, riggings, windlass, steering gear & its connections, etc. etc. etc., boats, davits, general equipment, ventilators and their coverings, anchors, chain cable (ranged) wire & standing pipes examined, found in good condition. Foreward markings verified. - All d.b. tanks & peak tanks examined internally, cemented & tested as per Rule requirements, found tight. Repairs now effected exclusive of above damages. Stem plate underneath the horse pipe port & starboard side has been doubled. Chafing pieces have been fitted in way of strakes J & E forward, port & starboard side. Minor repairs effected.

M.S.