

28 AUG 1953

No. 4982

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 31-7-53 When handed in at Local Office 3-8-53 Port of Naples

No. in Reg. Book Survey held at Naples Date, First Survey 21-10-52 Last Survey 10-7-53

on the Wood, Iron or Steel S.S. "MARIALAURA" (No. of Visits 16)

TONNAGE Built at W. Hantlepool By whom W. Gray &amp; Co Ltd. When 1945 MONTH 7

GROSS 7318 Owners Fratelli d'Amico Owners' Address

UNDER DEK 6676 Managers Port belonging to Rome

NET 5177

Surveyed Afloat or in Dry Dock? Both. Name of Dock C.N. Barini. Destined Voyage

Cell DBor DBa feet; uE&amp;B feet; f feet

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. 134694 Port Liv.

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 replacements 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 cases 22-12-52 CC 2-4-53 FNA.

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 Not Assigned  
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 Special Survey (Type B) Attention.

How Done: The vessel placed in dry dock, Bottom and midder cleaned, examined and recoated.

The decks, casings, coamings, hatchways, ventilators, air and sounding pipes, closing appliances, steering gear, windlass and general equipment examined and found or placed in good order.

How Done Special Survey (Type B): All Requirements of the Rules carried out by: Examination of anchors & cables ranged, Mast & rigging examined by rigging surveyor to Registro Italiano - to which Society the ship is also classed - fore & after peak tanks, all double bottom, tunnel & deep

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

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Plate)
Caulking of Decks Good	Ceiling Good	Coal Bunkers, Openings, Covers, &c. None	When fitted, Month Year
Coamings Good	Cement or Asphalt Good	Oil Bunkers Good	Boats Good
Beams & Fastenings Good	Rudder Good	Scuppers Good	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained (State if wedges removed)
" " in way of sidelights Good	Windlass Good	Hatches Good	Equipment letter at
Frames Good	Have pumps been examined and found efficient? YES	Planking	Anchors, No. of 3 & 1
Reverse Frames Good	Have Sluice Valves been examined and found efficient? NONE	Caulking	Cables (State if now ranged) YES
Longitudinals	Have Watertight Doors been examined and found efficient? YES	Treenails	" length 270m mean diamr 2 1/4 (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient? YES	Breasthooks & Stemson	" Rule length 270m size 2 5/16
Floors Good	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker Good
Keelsons Good	Doubling Plates under Sounding Pipes Good	Timbers of Frame at openings	Hawsers & Warps Good
Stringers Good		" " at other places	Standing and Running Rigging Good
Inner Bottom Plating Good		Stringers, Clamps & Shelves	Sails None
Have the Tanks been examined internally? YES		Sarking	
Have the Tanks been tested? YES		State if examined	

## General Observations, Opinion as to Class, Recommendation, &amp;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 ship is in an efficient condition and is eligible in our opinion to remain as now classed with fresh record of Docking 6.53 and the notation of S.S. NAP 7.53.

Vessel undocked 20-6-53.

Survey Fee (per Section 23) £160.650	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 23) £157.500	Received by me, 19
Travelling Expenses (if chargeable) CAR FUEL 23.500 OFFS EXP. 20.000	
Second Surveyor's Fee (if any) REV. TAX 3.364	

Committee's Minute TUESDAY 22 SEP 1953

Character Assigned Amend class to +100A1

Wile Nap. 6.53 Nap. S.S. Nap. 7.53

Note in RB S.G.53 +LMC 7.53 CERTIFICATE WRITTEN.

008751-008752-003012

Lloyd's Register Foundation



S.S. 'MARIA LAURA'S.S. CONTD

tanks internally, 4 are 2 after peak spaces and accommodation spaces, all holds & tween decks, engine & boiler rooms, under engines and boilers, chain locker, transom space, plating in way of sidelights and watertight door.

All double bottom, tunnel and deep tanks tested to Rule Requirements.

Rudder lifted.

Repairs W.T. 1500 rivets renewed in No 1 DB tank.  
Rudder lifted, new footstep button fitted  
gudgears rebushed as necessary.

Alterations: In order to enable this ship to operate on the maximum geometric draught, involving a reduction of freeboard of  $11\frac{1}{2}$ " the following strengthening has been carried out in accordance with the approved plans and the Secretary's letters:

✓ A doubling plate  $1270 \times 15$  mm fitted on sheerstrake from frame 32 to 113. Plans Nos A/884 & A/932/1.

✓ Reverse frames fitted in holds and engine room in accordance with plan No A/930.

The original cross bunker now converted into a fuel oil deep tank in accordance with Plan Nos A/871 - A/879.

Original hatchways plated over and longitudinal access to tanks through manholes situated adjacent to longitudinal bulkheads. Butterways fitted and a wooden bulkhead erected in hold.

The tanks tested to Rule Requirements on completion.

The Survey carried out in collaboration with R.I.N.A. surveyors. The disposition of the DB tanks is as follows: - No 1 Fresh water, Nos 2, 3 & 5 Ballast, No 6 Feed water, Nos 4 & 7 Fuel oil. Cofferdam between Nos 6 & 7.

New Tonnages: Gross 7140.62. Under Deck 2856.75  
Net 4283.87.

Suez Tonnages: Gross 7335.86. U.D. 1880.66. Net 5455.20.

New Summer Freeboard assigned by R.I.N.A. - 3.188 metres.

Maximum Summer Draught corresponding to freeboard: -  
8 metres  $44\frac{5}{8}$  mm ( $27' - 8\frac{1}{2}$ ").

Capacity of new Deep Tanks: - 790 metric Tons FRESH WATER.

Approved Plan Nos A/879 A/871 A/884 A/932/1 A/930  
accompany this report.