

Rpt. 8.

(Received at London Office 76 APR 1951)

No. 9217

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

Date of writing Report 2nd March 1951 When banded in at Local Office 9/3/1951 Port of Baltimore, Maryland  
No. in Survey held at Baltimore, Maryland Date, First Survey 16th Feb. Last Survey 21st Feb. 1951  
Reg. Book. 55713 on the ~~Woodhopper~~ Steel S.S. "CITTA DI PALERMO" (No. of Visits 6)  
By whom St. Johns River S.B. Co. When 1943

TONNAGE:—  
GROSS 7225  
UNDER DK. —  
NET 4397

Built at Jacksonville, Fla.

By whom St. Johns River S.B. Co.

Owners "Sicilia" Soc. di Nav. per Servizi Liberi  
Managers Count Salvatore Tagliavia

Owners' Address

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

YEAR. MONTH.

When 1943

Surveyed Afloat or in Dry Dock? Both

Name of Dock Beth. Lower Yard

Destined Voyage

Cell DBor DBa feet; uE&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. 9171 495-6 Port

(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

not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Drydocking and part Special Survey (due 2-51)

Damage (1): Cause, place and date unknown - Port side in way of Machinery space

2 side shell plates and frames set in.

Damage (2): Cause, place and date unknown - Starboard side forward

2 plates No. 2 in first below sheer and No. 3 in third below sheer indented.

Damage (3): Cause, place and date unknown - Tank top plating in No. 2 hold (ps) previously fitted with a bolted doubling plate.

The vessel's efficiency not affected and the proposal of the Owner's Representative to defer the repairs until the completion of the Special Survey merits the favourable consideration of the Committee.

P.T.O.

## SUMMARY OF DAMAGE REPAIRS:—

Renewed —  
Removed and Faird or Repaired —  
Faird or Repaired in place —

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

## PRESENT CONDITION OF THE

Decks Good  
Caulking of Decks "  
Coamings "  
Beams & Fastenings "  
Outside Plating "  
" " in way of sidelights "  
Frames "  
Reverse Frames —  
Longitudinals —  
Transverses Good  
Floors —  
Keelsons —  
Stringers —  
Inner Bottom Plating —  
Have the Tanks been examined internally? No  
Have the Tanks been tested? Yes

Bulkheads Good  
Ceiling "  
Cement or Asphalt —  
Rudder Good  
Steering gear and its connections "  
Windlass "  
Have pumps been examined and found efficient? Yes  
Have Sluice Valves been examined and found efficient? —  
Have Watertight Doors been examined and found efficient? Yes  
Have Ventilators and their Coamings been examined and found efficient? Good  
Air and Sounding Pipes "  
Doubling Plates under Sounding Pipes —

Engine Room Skylights Good  
Coal Bunkers, Openings, Covers, &c. —  
Oil Bunkers Good  
Scuppers "  
Cargo Hatchways "  
Hatches —  
Planking —  
Caulking —  
Treenails —  
Breasthooks & Stemson —  
Transoms, Pointers & Crutches —  
Timbers of Frame at openings —  
" " at other places —  
Stringers, Clamps & Shelves —  
Salting (State if examined.)

Copper, or Y.M. (State if on felt.)  
When fitted, Month Year —  
Boats Good  
Masts, Yards, &c. "  
Condition, how ascertained from aloft (State if wedges removed.)  
Equipment letter a + 273  
Anchors, No. of 3B 1S  
Cables (State if now ranged) Yes  
" length 270 / mean diamr. 2 1/32  
" Rule length 270 / size 2 1/16  
Chain Locker Good  
Hawsers & Warps Sufficient  
Standing and Running Rigging Efficient  
Sails —

## 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 vessel being now, so far as seen, in good and efficient condition appears worthy to remain as classed

100AL with record of drydocking BAL. 2-51 and notation of SS BAL. 2-51 when survey is completed and subject to repairs to shell plating amidship (ps), shell plating (ssf), No. 2 hold tank top plating and to corrugation on bottom shell plating being further examined and dealt with at completion of Special Survey.

Survey Fee (per Section 29) part SS \$ 300.00  
Special Damage & Repair Fee (if any) (per Sec. 29) \$ 100.00  
Travelling Expenses (if chargeable) \$ 18.25  
Second Surveyor's Fee (if any) Sun fee \$ 30.00

Fees applied for, 9/3/51

Received by me, — 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

2.51 - BAL. - Subject

(See Minute 16.2.51)

Note: S.S. pily held.

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Lloyd's Register Foundation



HULL CONTINUED

Special Survey (commenced):-

Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Vessel undocked 20th February, 1951.

Examined - All holds, 'tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts and rigging, steering gear, auxiliary gear, windlass, general equipment, pumps, W.T. doors, ventilators, coamings and covers, air and sounding pipes, casings, cargo battens and boats.

Freeboard verified.

Tanks tested:- Fore and after peak tanks, and all double bottom tanks (Nos. 1,2,3,4,5 &6)

All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steel afterwards recoated as necessary and ceiling replaced.

Wear and Tear Repairs:-

Rudder lifted; upper and lower rudder bushings renewed. Carrier bearing faced off and adjusted, rudder rehung and satisfactorily tried out hard over to hard over.

All hatch covers renewed and other minor repairs effected.

To complete Special Survey:- All double bottom tanks, deep tanks, settling tanks and fore and after peak tanks to examine internally, also deep and settling tanks to test. *also repairs*

The bottom shell plating was found corrugated as shown on the attached plan. The attention of the Owner's Representative was drawn to this condition and stiffening as per circulars and instructions suggested. Time did not permit of any of this work now but the Owners in Italy would be advised for them to make their future arrangements.

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														If Patent state name of Patentee.			
	2nd "																	
	3rd "																	
	Collective Weights																	
	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]

**THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.**

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.