

11 AUG 1948

31 AUG 1948

Rpt. 8.

(Received at London Office)

No. 13176

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21.7.1948 When handed in at Local Office 24.7.1948 Port of TRIESTE
No. in Reg. Book. Survey held at MONFALCONE AND VENICE Date, First Survey 25.11.47 Last Survey 6.7.1948
75778 33604 on the Wood, Iron or Steel M.C.M.V. SPLENJOR (No. of Visits 29)

TONNAGE: — Built at MONFALCONE By whom CANT. RUNTI, DELL'ADRIATICO YEAR 1932 MONTH 7
GROSS 12175 Owners 'LA COLUMBIA' SOC. MARIT. PER TRASPORTI DI PETROLIO E DERIVATI Owners' Address (If not already recorded in Appendix to Register Book).
UNDER DK. 11720 Managers Port belonging to GENOA
NET 7032

Surveyed Afloat or in Dry Dock? BOTH Name of Dock MONFALCONE AND IN DRY DOCK AT VENICE Destined Voyage
Ceil DBor DBa feet; uE & B. feet; f
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. 16592 Port GEN

(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

YES. NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? NO

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND RECLASSIFICATION.

DAMAGE STATED TO HAVE BEEN CAUSED BY BOMBING WHILE THE VESSEL LAY IN PORT AT SAVONA.

NOW DONE. Vessel placed in dry dock, the shell plating and Rudder cleaned
DAMAGE Laminated and recoated.

SHELL PORT H stroke has 8 and 9 plates removed, faired and refitted, and H 11 faired in place.

NUMBERED FROM AFT

J stroke has 2 and 10 plates renewed, 109 plate removed, faired and refitted. has 13, 14, 15 and 17 plates faired in place.

K stroke has 3, 4, 10, 11, 14, and 15 plates renewed. has 16 plate faired in place.

SUMMARY OF DAMAGE REPAIRS: —	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed	21	28			31		18 & 48 part	Plume on Report.
Removed and Faired or Repaired	15	3			40		15	
Faired or Repaired in place ...	49						3	

PRESENT CONDITION OF THE

Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	GOOD	Oil Bunkers	"	Boats	GOOD
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	BY EXAM.
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	92
Frames	"	Have pumps been examined and found efficient?	NONE	Planking		Equipment letter	3B. 15.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	NONE	Caulking		Anchors, No. of	3B. 15.
Longitudinals	"	Have Watertight Doors been examined and found efficient?	NONE	Treenails		Cables (State if now ranged)	YES
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		" length	330" mean diam. 2 5/8"
Floors	"	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches		" Rule length	330" size 2 3/4"
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Chain Locker	GOOD
Stringers	"			" " at other places		Hawsers & Warps	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	"
Have the Tanks been examined internally?	YES			Salting	State if examined.	Sails	"
Have the Tanks been tested?	YES						

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 is in an efficient condition, and eligible in my opinion to be reclassified with fresh record of Survey 7.48 and to have the notation of S.S. Tri- 4.48.

Survey Fee (per Section 29) £ 456,000
Special Damage or Repair Fee (if any) £ 150,000
Travelling Expenses (if chargeable) £ 11,104
Second Surveyor's Fee (if any) £ 36,360
Committee's Minute

Fees applied for, 29.7.1948

Received by me, 19.

S.B. Lumsden
Surveyor to Lloyd's Register of Shipping.

10m.147. — Transfer Ink (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Character Assigned

3 SEP 1948

+100 AI Carrying petroleum in bulk.
Hurd 7.48 Tri S.S. Tri- 7.48
+L17C 7.48 DBS 7.48

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Is Certificate required? If so, to be sent to

010355-010361-017716

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Please see cont. p. 2

CONT. SHEET. 2.

SPLENDOR

N^o 3 TANK FORD BHD

CENTRE

- 1 Bulkhead plate renewed and 2 faired in place
- 2 Stiffeners renewed and 2 removed, faired and refitted.
- 3 Brackets to longitudinal bulkheads renewed.
- Deck girder renewed complete with angle attachments.

WING TANK STARB.

- 1 Plate on Longitudinal bulkhead renewed
- 2 Plates faired in place
- 2 Stiffeners renewed, and 3 removed, faired and refitted.

WING TANK PORT

- 1 Plate renewed.

N^o 4 TANK

STARB. WING

FORD. BHD

- 3 Plates faired in place

PORT WING

FORD. BHD

- 2 Bulkhead plates renewed
- 6 Brackets to shell renewed.
- 4 Brackets to Long. Bhd. and 4 to deck longitudinals renewed with angle attachments.

LONGIT. BHD.
PORT.

- 5 Bulkhead stiffeners on Longitudinal bulkhead renewed.
- Bulkhead boundary angles cropped and port renewed
- 2 Plates on Longitudinal bulkhead renewed
- 5 Deck longitudinals removed, faired and refitted.
- 1 Shell longitudinal renewed, and 3 removed, faired, and refitted.
- 1 Shell and 1 Bulkhead web. removed, port renewed remainder faired and all refitted.
- Shell and Bulkhead connections renewed.

N^o 5 TANK

- 1 Shell longitudinal renewed.

PORT WING FORD BHD

PUMP ROOM

STARB. SIDE FORD. BHD

- 4 Bulkhead plates renewed and 2 faired in place.
- 18 Bulkhead brackets to shell renewed
- 19 Bulkhead brackets to longitudinal bulkhead renewed.
- 12 Bulkhead stiffeners renewed
- 24 Bracket connections to bulkheads renewed.
- 8 Shell longitudinals renewed.
- 5 Deck longitudinals renewed, and 2 removed, faired and refitted.
- Shell and bulkhead webs renewed completely, with attachments.

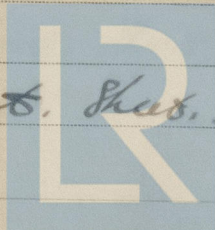
LONGIT. BHD.

STARB.

- 9 Plates renewed and 3 faired in place.
- 8 Stiffeners renewed, and 2 removed, faired and refitted.
- Bulkhead boundary bars cropped and ports renewed.

M.

Please see Cont. Sheet. 3



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CONT. SHEET. 3SPLENDORNO 6 TANK FORD. WING BHD

5 Bulkhead plates renewed.

STARBOARD

12 Bulkhead Stiffeners renewed, and 1 removed

fairied and refitted.

45 Brackets to Shell, Decks and Bulkheads renewed.

6 Deck Longitudinals removed, fairied and refitted.

Bulkhead boundary angles port renewed.

3 Shell Longitudinals renewed

2 Bulkhead Stiffeners on Longitudinal Bulkhead renewed

Bulkhead and Shell Acls. removed, part renewed and after refitted.

4 Bulkhead plates renewed

NO 7 TANK

Deck girder cropped and part renewed.

PORTNO 8 TANK FORD

1 Bulkhead plate renewed and 4 removed,

WING. BHD PORT

fairied and refitted.

Bulkhead boundary angles cropped and part renewed

2 Bulkhead Stiffeners renewed.

6 Deck Longitudinals renewed and 6 removed, fairied and refitted.

8 Shell Longitudinals renewed.

12 Bulkhead Stiffeners on Longitudinal Bulkhead renewed

2 Bulkhead plates on Longitudinal Bulkhead renewed

20 Brackets with attachments to Transverse and Longitudinal Bulkheads and to Shell renewed.

NO 9 TANK FORD

1 Plate renewed and 1 removed, fairied and refitted.

WING BHD PORT

6 Bulkhead Stiffeners renewed

Bulkhead boundary angles cropped and part renewed

12 Brackets with attachments to bulkheads and shell renewed.

FORE PEAK BHD

2 Bulkhead plates renewed and 6 plates removed, fairied and refitted.

8 Bulkhead Stiffeners renewed and 13 removed, fairied and refitted.

13 Bulkhead Stiffeners renewed and 11 removed fairied and refitted.

CHAIN LOCKER

4 Bulkhead plates renewed.

8 Bulkhead Stiffeners renewed. 8 Stiffeners renewed.

Bulkhead angles cropped and part renewed.

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Please see Cont. Sheet 4.

CONT. SHEET. 4.

SPLENDOR

HATCH COVERS

Hatch to no 8 centre tank renewed entirely.

Hatch to no 8 Port wing tank, coaming renewed

Hatch to no 9 Port wing tank renewed entirely.

Hatch to no 7 Port wing tank renewed entirely.

Hatch to no 5 Port wing tank, cover renewed.

Pump Room ENTRANCE

4 Plates removed, faired and refitted.

9 Stiffeners removed, faired and refitted.

Captains house and Bridge removed and entirely rebuilt.

Poop accommodation entirely rebuilt.

all Standing Rigging renewed.

Repairs effected to Deck fittings, rails etc.

On completion of repairs all Cargo tanks, oil fuel
Bunker, Fore and after peak tanks and Fore Deep
tank tested.Caulking in way of minor shell and Bulkhead lockages
overhauled.

SBL

For Special Survey please see Cont. Sheet 5.

CONT. SHEET 5.

SPECIAL SURVEY

'SPLENDOR'

AND RECLASSIFICATION.

Vessel placed in Dry Dock, the shell plating and Rudder, cleaned, examined and recoated. Examined Fore Hold, Decks, machinery spaces, Under Engines, Fore and after peak Tanks, internally, DB. Tanks in machinery space internally, Fore deep Tank internally, all main cargo tanks and cofferdams internally, oil fuel burners internally. (Strum lifted as necessary). Fore and after peak spaces, plating under side-lights, Chain Locker, Hatchways, covers, supports and fastenings, air and sounding pipes, moorings, rigging, windlass, Steering Gear, Ventilator and their closing appliances, General equipment and Boats. Freeboard verified. (Assigned by R. I.) anchors and cables ranged and examined. Peak tanks, DB. tanks in machinery space, Fore deep Tank, main cargo tanks, cofferdams and oil fuel burners, tested to Rule Requirements.

1
3 Pump Room
see page 2 & 4

WEAR & TEAR REPAIRS.

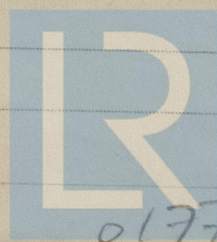
The following bulkhead brackets renewed in Santa Lork -

- No 1 Tank 16 Brackets renewed.
- No 2 Tank 13 Brackets renewed.
- No 3 Tank 13 Brackets renewed.
- No 4 Tank 9 Brackets renewed.
- No 5 Tank 26 Brackets renewed.
- No 6 Tank 9 Brackets renewed.
- No 7 Tank 10 Brackets renewed.
- No 9 Tank 9 Brackets renewed.

On examination of chain cables it was found that 45 fathoms of cable were missing. This has been now renewed. Markings verified with certificates.

For particular please look of Rpt. 8.

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