

Rpt. 8

Port of GENOA

No. 23510

Date of writing Report 19th July, 1958

When handed in at Local Office 19/7/58

Received London 11/12 AUG 1958

Survey held at GENOA

No. of Visits 9=

First Date 7/7/ 19 58

Last Date 19/7/ 19 58

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B. 06489

on the Iron or Steel ~~XXX~~

S.S. "CITTA' DI SALERNO"

Tons gross 7252

Built at Baltimore

By Whom Bethlehem - Fairfield

When Year 1944 Month -

Owners D'AMICO Soc.di Nav.S.p.A.

Owners' address (If not already in R.B.)

Managers -

Port of Registry Palermo

Surveyed Afloat or in Drydock both

Name of Dock Grazie No. 1=

Date of last examn. in Drydock 17/7/58

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 12199. Port MTL  
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100A1 Carrying oil FP above 150°F. in DTs.	LMC 10/55
SS 10/55	BS M 1/57
Dkg 1/57	TS CL 1/57
	SP 10/55

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & REPAIRS.

Docking Survey carried out :- for particulars see Tables Nos. 1 & 2 overleaf.

Now done :-

A) Wear and Tear Repairs :-

- 1) Rudder carrier bearing lowered and badly worked.- Upper and lower half carrier bearing machined, ground, new part of bronze fitted to the lower half, both in two halves, connected by means of screws and key; outside surface of lower and upper halves corroded built up by means of E.W.; renewed key connecting rudder stock with upper half.
- 2) Rudder head bearing : lignum vitae bush renewed.
- 3) Rudder shell plating : on upper edge of the existing doublings PS & SS in way of inner tube fractures as follows :- PS- commencement of fracture on the upper edge weld of the existing doubling.- SS- fracture on the upper edge weld of the existing doubling proceeding in the shell plating for'd and aft'rd, for 500 mm. in length.- Fractures veed out (from SS visible inner tube in good condition), ends drilled, rewelded, and new 15 mm. thick doublings on the affected shell plating PS & SS fitted as indicated in the sketch attached to this Report.
- 4) After repair's completion, rudder satisfactorily tested.

B) Endorsements :

- 1) Rudder stock twisted (6°).- This deficiency now eliminated by correcting

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes  
If so, is the Report sent now, or when will it be sent? now

Is Classification Certificate required? If so, to be sent to -  
Has Interim Certificate been issued? yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This ship, so far as now seen, is eligible, in my opinion, to remain as now Classed with fresh record of Docking 7.58 and subject to No. 1 DB and Nos. 1 & 2 Deeptanks not to be used for carriage of oil (Fore Peak Tank - feed water), indented shell plates S.S.f. in way of Deep Tanks and D2 from Aft.P.S., being specially examined and dealt with as necessary by next Special Survey.

( E. Villa ).  
Surveyor to Lloyd's Register of Shipping

*Subject to 7.58  
200 repairs  
19-8-58*

TUESDAY 26 AUG 1958

Date of Committee

Minute

DS 7.58 subject

Noted for Header

NOTED FOR POSTING



© 2021

Lloyd's Register Foundation

010478-010483-0091

112 AUG 1958

TABLE 1

Items	DOCKING		SURVEY	
	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes	F.P. Tank		
Rudder lifted	yes	A.P. "		
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes			
Hold	no	Fresh Water Tanks		
		Deep Tanks		
'Tween Decks	no	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	no	Side Tanks		
After " "	no	Wing Tanks		
Engine Space	no	Other Tanks		
Boiler	no			
Under Engines and Boilers	no	Cargo Tanks (Tankers)		
Tunnel and Well	no			
Coal Bunkers	=	Cofferdams		
Chain Locker	no			
Other Spaces	no	Pump Rooms		
Have Tanks now Examined been Cleaned as Necessary?				
Have Strums in Cargo Tanks (of Tankers) been removed?				
Have Tanks been Retested as necessary after completion of any Repairs?				

Have the spaces now surveyed been cleared and cleaned as necessary? -

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? -

Have the bilges been cleaned out and examined? -

Has steelwork had rust removed and afterwards been recoated as necessary? -

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

Has a Load Line Survey been held? **yes-by RINA** If so, state which **annual**

Have the shell and deck plating been drilled as per Rule? -

Have any alterations to the approved scantlings and arrangements now been effected? -

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	=
" " in way of side scuttles	"	Cement or Asphalt	"	Air and Sounding Pipes	good
Rudder and Sternframe	"	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not examined
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	good
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained	from deck
Coamings and Casings	"	and closing appliances	"	(State if wedges removed)	
Beams and Fastenings	not examined	Companionways and Skylights	"	Chain Locker	not examined
Frames	"	Shell Openings	"	EQUIPMENT	
Reverse Frames	"	Ash Shoots	=	Equipment Letter	(a+)2-1/16" SQ.
Longitudinals	"	Overboard Discharges and Scuppers	good	Anchors, No. of	Condition not examined
Transverses	"	Freeing ports	=	Cables (State if now ranged and examined)	not ranged
Floors	"	Steering Gear (Main and Auxiliary)	good	" length (on board)	mean diam. stated
Keelsons	"	examined and found	"	" Rule Length	Size complete
Stringers	"	Windlass examined and found	"	Hawsers and Warps	sufficient
Inner Bottom Plating	"	Pumps	not examined	State if any Anchors or Chain Cable have	} no
Bulkheads and Tunnel	"	W.T. Doors	"	now been supplied or retested, if so,	
complete Report 8(Eq) and attach.					

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **Cond.- No.** See Below

**Endsm.ts-yes : partly**

REMARKS, REPAIRS, Etc. (Contd.) **the position of the key.- It is submitted that this item be now deleted from the endorsements of Class.**

2) No. 3 d.b. tank top plating slightly wavy.- Nothing done at this time.

C) **Condition of Class :-** No. 1 D.B. and Nos. 1 & 2 Deep Tanks not to be used for carriage of oil (F.P. Tank-feed water).- Indented shell plates (S.S.f.) in way of Deep Tanks and D2 from After (P.S.) to be specially examined and dealt with next Special Survey.

Specially examined shell plating in Dry-dock and found deficiencies indicated to remain efficient meanwhile.

Survey Fee **£ 10'000**

LATE FEES **£ 10'000**

Second Surveyor's Fee (if any) **£ 8'500**

REV. TAX **£ 2'805**

Special Damage or Repair Fee (if any) **£ 48'000**

Travelling Expenses (if chargeable) **£ 13'800**

Date when A/c. Rendered **7/8/58**

