Rpt. 8. (Received at London Office 20 AUG 1955) No. 20908

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2-8 1955 When handed in at Local Office 2-8 1955 Port of GENOA

No. in Reg. Book 51676 Survey held at GENOA & SPEZIA Date, First Survey 2-7-55 Last Survey 17-7 1955 (No of Visits 12)

on the ~~Wood, Iron or~~ Steel M/TANKER "ANTONIO ZOTTI"

TONNAGE :— GROSS 6200 UNDER DK. 5564 NET 3621

Built at MONFALCONE By whom CANTIERI RIUNITI DELL'ADRIATICO When LAUNCHED 1944 (YEAR.) COMMISSIONED 1947-2 (MONTH.)

Owners "ETNA", SOC. DI NAVIGAZIONE Owners' Address VIA ALDROVANDI 7, ROME (if not already recorded in Appendix to Register Book)

Managers ✓ Port belonging to PALERMO

Surveyed Afloat or in Dry Dock ? BOTH Name of Dock ARSENALE DRY DOCK - SPEZIA Destined Voyage MEDITERANNEAN.

Cell D B or D B a ..... feet ; u E & B ..... feet ; f ..... feet
total capacity ..... tons. F P T ..... tons ; A P T ..... tons ; M T ..... 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. 20909. 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 Head Office Cable dated 28th December 1954 and subsequent correspondence

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. ✓

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

Has a Survey also been held on the Machinery of the ship ? YES

If so, is the Report sent now, or when will it be sent ? NOW (SEE RPT. 20908-20909)

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1	✠ LMC CS 10,51
6,54	DBS 9,52
SS Gen. 12,50	TS CL 8,52
Carrying Petroleum in bulk	PT. E.W.
LAID UP —	OIL ENGINES
R.I.N.A. SURVEYS OVERDUE	CONTINUOUS SURVEY.

~~Society's~~ Freeboard (if assigned) as painted on Ship and now verified 1679 # mms ~~ins.~~

REPAIRS, OR EXAMINATION AS PER RULE FOR COMMENCEMENT OF SPECIAL SURVEY, DAMAGE & ALTERATION.

Now done for:

1) Commencement of Special Survey (B), due 12,54. Ship 8 years old.

Ship placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked on the 13th July 1955.

EXAMINED: dry cargo hold forward, 'tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights, overboard scuppers and discharge pipes, cargo suction pipe strums (strums removed), decks with machinery and other casings, 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	/	/	/	/	/	/	/	/
Removed and Faired or Repaired								
Faired or Repaired in place ..	1							

PRESENT CONDITION OF THE

Decks	good	Bulkheads	ply. exam good
Caulking of Decks	"	Ceiling	good
Coamings	"	Cement or Asphalt	"
Beams & Fastenings	ply. exam good	Rudder	"
Outside Plating	good	Steering gear and its connections	"
" " in way of sidelights	"	Windlass	"
Frames	ply. exam good	Have pumps been examined and found efficient ?	yes
Reverse Frames	—	Have Sluice Valves been examined and found efficient ?	—
Longitudinals	good	Have Watertight Doors been examined and found efficient ?	good
Transverses	"	Have Ventilators and their Coamings been examined and found efficient ?	good
Floors	ply. exam good	Air and Sounding Pipes	"
Keelsons	" " "	Doubling Plates under Sounding Pipes	ply. exam. : in order
Stringers	" " "		
Inner Bottom Plating	" " "		
Have the Tanks been examined internally ?	See Rpt.		
Have the Tanks been tested ?			

Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	/
Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month / Year	
Oil Bunkers	good	Boats	not exam
Scuppers	"	Masts, Yards, &c.	good
Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	from aloft —
Hatches & covers	"	Equipment letter	a +
Planking		Anchors, No. of	3B + 1S
Caulking		Cables (State if new ranged)	yes
Treenails		" length 270 fms (on board.) mean diamr.	57.5 ÷ 58.5 mms
Breasthooks & Stemson		" Rule length 270 fms size	58.5 mms
Transoms, Pointers & Crutches		Chain Locker	good
Timbers of Frame at openings		Hawsers & Warps	good
" " at other places		Standing and Running Rigging	"
Stringers, Clamps & Shelves		Sails	—
Salting (State if examined)			

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 ship, so far as now surveyed, is eligible, in my opinion, to remain as classed with fresh record of docking 7,55 and to have the notation of SS Spz. - 7,55 on completion of survey.

COMMENC. OF SPECIAL SURVEY

Survey Fee (per Section 23) £ 211.680 = Gen 15% £ 179.928 = Fees applied for, 17/8/1955

~~Special Damage or Repair Fee (if any)~~ (per Section 23) £ CAR FUNG £ 1.800

Travelling Expenses (if chargeable) £ £ 46.072 Received by me, ... 19

LATE, SUNDAY, FEE ~~Second Surveyor's Fee (if any)~~ £ £ 20.500

REV. TAX — £ 7.449

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY 21 OCT 1955

Character Assigned See minute on Gen 20956

Is Certificate required? If so, to be sent to

20m,11,53 Transfer Ink. (MADE AND PRINTED IN ENGLAND.)
(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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superstructures, skylights and companionways, hatchways, covers, supports, anchors, chain cables (ranged) chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted)

Freeboard verified

EXAMINED INTERNALLY & TESTED: fore peak tank, deep tanks, lubricating oil double bottom tank, all cargo tanks and forward deep cofferdam

EXAMINED INTERNALLY: O.F. bunkers and settling tanks.

TESTED: after peak tank, O.F. double bottom tank (s.s.)

All parts surveyed found or placed in good condition.
All spaces previously cleared, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

WEAR & TEAR REPAIRS

NOW DONE: a few leaky shell rivets in way of after end bulkhead of wing tank No. 6 (p.s. tanks numbered from aft) now welded and boundary bar of bulkhead in way re-caulked as necessary.

ITEMS REMAINING TO COMPLETE THE SPECIAL SURVEY:

TO BE INTERNALLY EXAMINED: after peak tank, O.F. & F.W. double bottom tanks and cofferdams in way, after deep cofferdam.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower														If Patent, state name of Patent		If Stockless, state Mechanical Tests
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts.	qrs.	lbs.	Per Rule. Cwts.	qrs.	lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire															

TO BE TESTED: O.F. bunkers and settling tanks, O.F. double bottom tank (p.s.), F.W. double bottom tank, after deep cofferdam.

As approved by the Committee with telegram dated 28th December 1954, the Owners intend to postpone the completion of the Special Survey until December 1955

All the items required for a General examination, excepting after peak tank, having now been examined and found or placed in order, the Owners' proposal is submitted for the favourable consideration of the Committee. The general condition of the ship, in my opinion, is considered satisfactory for postponement

PLEASE, SEE CONTINUATION SHEET.

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.

REQUESTED NOT TO WRITE ACROSS THE MARGIN

THE SURVEYORS ARE

Rpt. 9a

Port of GENOA

(2) Continuation of Report No. 20908 dated 2/8/55 on the

M/TANKER "ANTONIO ZOTTI"

of Special Survey until December 1955, as requested by the Owners.

2) DAMAGE (cause unknown). The following repair now carried out in connection with damage (cause unknown):

- Shell plate No. 2 in 1st strake below sheerstrake (s.s. fwd.), found indented, now satisfactorily faired in place.

3) ALTERATION. Butterworth openings - 320 mm. dia - now cut in deck plating in way of cargo tanks and fully compensated by fitting welded steel rings.

CHANGE OF OWNERS & PORT OF REGISTRY:

The vessel has now been sold to messrs. "ETNA", Soc. di Navigazione, of Palermo. The new port of registry is Palermo.

Interim Certificate issued - copy attached.

10m.6.53. T. (MADE AND PRINTED IN ENGLAND.)

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