

Rpt. 8

Date of writing Report 20th December, 1961 When handed in at Local Office

Port GENOA

1 JAN. 1962 No.

26579

Survey held at GENOA

No. of Visits 9

First Date 27/11/ 19 61

Last Date 13/12/ 19 61

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.

05747

on the ~~XXXXXX~~ M.S.

"CANOP O"

Built at GLASGOW

By Whom Berceley, Curle & Co. Ltd.

Tons gross 6374

Owners SNAM

When 1930 Year Month 11

Managers

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

Port of Registry Genoa

Surveyed Afloat or in Drydock both

Name of Dock Grazie drydock No. 1.

Date of last examn. in Drydock

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

Last Report: No.

To be filled in at Head Office.

Port

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

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
+100A1		+LMC
SS(Dr)	11/55 - 11/59	CS 11/59
DS	3/61	BS.A. 3/61
		TS.CL. 11/59
		SP. 11/59

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 Repair 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.

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? by the Owners Underwriters

EXAMINATION AND REPAIRS AS PER RULE FOR Equipment - Docking - Damage Repairs.

NOW DONE for:

Equipment: (also existing S.R.L.) - The 12 lengths of chain cables, supplied and fitted in place (6 on Ps and 6 on Ss) on November, 1959 have now been verified with their test certificate and found in order as per the attached Rpt. 8(Eq.). It is submitted that this condition of class ~~xx~~ be now deleted.

Docking: Survey now satisfactorily carried out. The parts now examined and found or now placed in good conditions are indicated in tables Nos. 1 & 2 overleaf.

Damage repairs: Collision damage stated sustained at Leghorn on the 23rd November, 1961 (See also Leghorn Report). The following permanent repairs have now been satisfactorily carried out in way of s.s.
No. 1 summer tank:
Shell plate No. 4 on sheer strake and plate No. 4 on 1st strake under sheer found indented now renewed.
Stringer deck plate and stringer bar in way found indented and distorted now partly renewed and partly faired.
Two longitudinal frames on ship side one deck longitudinal in way found distorted now renewed.

SUMMARY OF DAMAGE REPAIRS	CONTINUATION OVER SHEET 2					
	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates
Renewed	2	2 (in way)				1 (part)
Removed and Fairied or Repaired	-					2 deck (port) - 1 reinforced frame
Faired or Repaired in place	-					in way

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?

yes

Is Classification Certificate required? If so, to be sent to

no

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 surveyed, is in good condition and eligible, in my opinion, to be retained as classed with fresh record of Docking 12/61 now and without any special condition regarding the shell and deck plating and structures in way of summer tank No. 1 s.s. and to the 12 lengths chain cables (supplied 11/59).

(S. Folio)

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 16 JAN 1962

Minute

ds. 12.61 without spe. can.
ABS. 12.61

50m, 4, 59 T. (MADE AND PRINTED IN ENGLAND)

Note Gen (ABS)

010890-010904-00861/3

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	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	no	no
Rudder lifted	no	A.P. "	no	no
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	no	no
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	no	no
Holds	no	Deep Tanks	no	no
		Oil Fuel Bunkers and Settling Tanks	no	no
'Tween Decks	no	Side Tanks	no	no
Fore Peak Spaces	no	Wing Tanks	no	no
After " "	no	Other Tanks	no	no
Engine Space	no			
Boiler " "	no	Cargo Tanks (Tankers)		
Under Engines and Boilers	no	S.S. No. 1 summer	in way of repairs—yes	yes
Tunnel and Well	—			
Coal Bunkers	—	Cofferdams fwd. in way of repairs	yes	no
Chain Locker	no	Pump Rooms		
Other Spaces	no			
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	—	
		Have Tanks been Retested as necessary after completion of any Repairs?	yes	

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

yes

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 cement in bottom been examined?

—

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

yes

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

—

Has a Load Line Survey been held?

no

If so, state which (RINA Certificate)

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

If so, Report 8(Dr) to be attached

—

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

no

If so, report details in body of Report.

—

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	efficient	Ceiling and Cargo Battens	not exmd.	Sluice Valves examined and found	—
" " in way of side scuttles	—	Cement or Asphalt	not exmd.	Air and Sounding Pipes	from deck—good.
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not exmd.
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	in order.
Superstructures and their closing appliances	good	Ventilators, their coamings	good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	good	and closing appliances	good	Chain Locker	not exmd.
Beams and Fastenings	where exmd.—good.	Companionways and Skylights	good	EQUIPMENT	
Frames	where exmd.—good	Shell Openings	good	Equipment Letter	LACP at ✓
Reverse Frames	where exmd.—good	Ash Shoots	—	Anchors, No. of 3B+1S	Condition not exmd.
Longitudinals	where exmd.—good	Overboard Discharges and Scuppers	not exmd.	Cables (State if now ranged and examined)	ranged
Transverses	where exmd.—good	Freeing ports	—	" length (on board) stated	mean diam. complete
Floors	not exmd.	Steering Gear (Main and Auxiliary)	—	" Rule Length	Size
Keelsons	not exmd.	examined and found	in order	Hawsers and Warps	sufficient
Stringers	where exmd.—good	Windlass examined and found	good	State if any Anchors or Chain Cable have	no
Inner Bottom Plating	not exmd.	Pumps " " "	—	now been supplied or retested, if so.	(See Rpt. 8)
Bulkheads and Frames	where exmd.—good	W.T. Doors " " "	none	complete Report 8(Eq) and attach.	Eq.

Have conditions (A) & endorsements (B) of Class (if any) been dealt with? A: yes; B: no. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee D.S. Int. 10,000 less 10% 8,500 Second Surveyor's Fee (if any) 6,800
 Equipment " 8,000 " " 6,800
 Special Damage or Repair Fee (if any) 8,800 less 10% 7,920 Date when A/c. Rendered 28/12/1961
 Travelling Expenses (if chargeable) Int. 22,362
 R.T. " 8,003

Rpt. 9a

Port of

GENOA

Continuation of Report No. 26579

dated

20th December, 1961

on the

1 JAN. 1962

(2nd Sheet)

m.v. "CANOPO"

(Contd. Damage Repairs):

One side transverse and part of one deck transverse found distorted now renewed.

A small portion of the divisional transverse bulkhead with the forward adjacent cofferdam found indented in way now faired in place.

Two brackets in the adjacent fwd. cofferdam in way found distorted now renewed.

Several leaks on the boundary angle bars of this summer tank and several leaking rivets on shell plating in way of same and of the No. 1 s.s. cargo tank now repaired by caulking or by E.W.

After bulwark plate and 5 stays in way found distorted now renewed. Top rail in way also renewed.

On completion of the repairs the S.s. No. 1 summer tank has been tested hydraulically and found sound and tight.

EXISTING CONDITION on the Appendix to the S.R.L. No. 8:— "Indents in shell plating (p&s) and G5 on Ps and A2 and A3 on S.s. No. 11 below sheer Ps and poop sheerstrake upper edges (p&s) & C. abreast side house, indented, have now been specially examined and found to remain efficient. It is submitted that same to be retained in the Appendix to the S.R.L. as now stated.

WEAR & TEAR REPAIR: The coaming of the No. 3 S.s. cargo tank hatch found wasted now totally renewed. Examined on completion and found in order.

Other minor repairs satisfactorily carried out.

1 JAN. 1962

The Surveyors are requested not to write in the space above

PT 8(Eq) (EQUIPMENT)

HIP'S NAME.....m.t. "CANOPO"

To be securely attached to

REPORT.....

No. 26579

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

ANCHORS

[illegible]

CHAIN CABLES

CHAIN CABLES													
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable				Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length or Metres	Diam. or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied		Rule		Length or Metres	Diam. or M/ms			
					ONE or Kilogs	TEN	SIX	Cwts. or					
INA 39116	330 (12 lengths)	59	38140	193400	26.0	15		=	495	50.5	Stud link Special quality	ACCIAIERIA & FER- RIERA DEL CALEOT- TO - LECCO -	LECCO (MILANO)
NOTE: These chain cables have been fitted on board (6 Ps & 6 on Ss) on November, 1959 and now verified with the above indicated test certificate, and found in order.													

(S. Follo)

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

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