

Similar to the "AURIS" & "ILLIRIA".

Inspected by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME Motor tanker "CARNARO" REPORT Tri. No. 12987

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built at Trieste during the war under the supervision of the Society's former Surveyors.

She was launched in 1942 and completed in May 1943.

It is stated however in the attached copy of a letter from the Owners to the GENOA Office that she sustained war damage to her stern and poop superstructures in March 1943, that she was subsequently sunk at Naples through mine explosion, salvaged in 1946 and is now at Castellamare di Stabia undergoing repairs.

A First Entry Report has been received from the TRIESTE Surveyors from which it appears that she was built in accordance with the Rules and approved plans for the class 100A "Carrying Petroleum in bulk" except that wood sheathing remains to be laid on the poop deck.

No reference is made in the report to the damage to the stern and poop superstructures, alleged to have been sustained before the completion of the vessel, as above.

The Surveyors state in their letter of the 14.6.46 (attached) that according to information received from the Owners, a great part of the equipment originally supplied has been lost during the war.

In view of the above it is considered that the vessel could only be recommended for the class 100A- after a satisfactory special examination including dry docking, completion of the necessary repairs and laying of wood sheathing on the poop deck.

If the figure '1' is desired the equipment on board will require to be found or made to comply with Rule requirements.

Pending the receipt of a Rpt 8, it is submitted that the notation 100A- (Class contemplated) "Carrying Petroleum in bulk" be assigned.

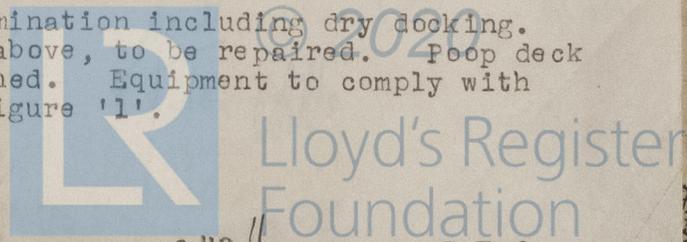
Insert in R.B.:-

100A- (Class contemplated)  
"Carrying Petroleum in bulk".

To complete the Survey:- Special Examination including dry docking.  
Damage, as above, to be repaired. Poop deck  
to be sheathed. Equipment to comply with  
Rules for figure '1'.

611280-011293-0118 1/2

P.T.O.



"CARNARO"

It is further submitted the Surveyors be informed it is concluded the width of the cofferdams is 950 mm as indicated on the approved plan of profile and decks and not 915 mm as reported, that the scantlings of the bridge and the number of rivets in the brackets connecting the bottom longitudinal to the bulkheads, as reported, are as approved and that the steel used in the construction has been tested as required by the Rules, but they should state if this is so.

*Int. Div.  
23/9*



© 2020  
Lloyd's Register  
Foundation

*J.C.D.*  
3.9.46.

0118<sup>2</sup>/<sub>12</sub>