

See NES No 5

Ship's Name **SS/MS UMBERTO D'AMATO ex Master Elias**

Gross tons **5500** Port of Registry **Tofre del Greco** Port **Mestre (Venice)**

Date of build **10/1938** Is there a Rpt. 9? **no** Rpt. No. **1242**

No. of visits **Three** First date **9th June, 1965** Last date **15th June, 1965**

Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **no** Last rpt. (H.Q. only) **Rpt 60180**

Date of completing rpt. **28th June, 1965** Surveyed at, if different from Port above **Ravenna**

Surveyed afloat and/or in D.D. **afloat** Last date of examination in D.D. **-**

Has a Load Line Survey been held? **no** Summer freeboard as verified **not verified**

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) **none**

Survey fees **Lit. 56.000.-** Expenses **Lit. 31.000.-**

R.T. 4% " 480.-
S.A. fee **none**

20 JUL 1965

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

I have surveyed the above-named ship in accordance with the Rules for permanent damage repairs consequent to reported contact with grain lighter 'Teodorido' on the 7th June 1965, and temporary repairs consequent to ice damage while on the ballast passage from Detroit to Duluph and loaded passage from Duluph to Ravenna in April/May, 1965.

Damage now found

- damage a) - S.S. sheer strake plate n°. 3 (from forward) bucked
- Forecastle s.s. bulwark plating and stays set in at after end.
- damage b) - P.S. shell plating in way of main outlet sea valve fractured twice (fractures 1" and 3/4" long respectively)
- P.S. 'H' strake plating in fore peak tank fractured at roots of bow bracket n°. 2 from top.
- p. & S. side plating set in places with frames and 2nd deck beam knees in way of holds and machinery spaces.

Permanent repairs now satisfactorily carried out

- damage a) - S.S. sheer strake plate n°. 3 part renewed
- 2.frames and one deep frame in way faired in place. Satisfactory hose tested.

P.T.O.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking, subject to bow plating in p. & s., p.s. shell plating in way of main circ. pump outlet valve being permanently repaired and p. & s. side plating and internals being specially examined and dealt with by September, 1965, and subject to all other conditions at present attached to the vessel's class (if any).

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

P. Cesarè
 Surveyor to Lloyd's Register of Shipping
 (P. Cesarè)

THURSDAY 19 AUG 1965

as now subject

FOR CHAIRMAN CLASSN. CITEE.

ALSO FOR
SPL FOR
PRO
RECORDS DEPT.
POSTING
HEADER
CERT



- bulwark plating on forecastle, s.s., faired in place and 3 stays in way removed, faired and refitted.

TEMPORARY REPAIRS

- P.S. shell plating in way of main sea outlet valve and p. & s. 'H' strake plating in fore peak doubled from inside. Satisfactory hose tested.
- The O/R. proposed to carry out permanent repairs to all damages found in connection with casualty B above at scheduled dry docking time in September, 1965.

This proposal was considered reasonable, therefore, it is recommended that the vessel's class be made subject to bow plating p. & s., p.s. shell plating in way of main circ. pump outlet valve being permanently repaired and p. & s. side plating and internals being specially examined and dealt with by September, 1965, and subject to all other conditions at present attached to the vessel's class (if any). The vessel's side plating is, in my opinion, efficient meantime.

[Handwritten signature]

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



© 2021

Lloyd's Register Foundation