

Rpt. 8

Port of GENOA

No. 24998

Date of writing Report 3rd May, 1960.

When handed in at Local Office

Received London

Survey held at GENOA

No. of Visits 10=

First Date 1/4/ 19 60

Last Date 20/4/ 19 60

# 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.

00495

on the Iron or Steel M.S.

XXX

"AGOSTINO FASSIO"

Tons gross 13432

Year 1954

Month 3

Built at

Taranto

By Whom

Cant.Nav.di Taranto

When

1954

Owners

"FASSIO" Soc.di Nav.p.Azioni

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

Managers

Port of Registry

Genoa

Surveyed Afloat or in Drydock

both

Name of Dock

Grazie No.4=

Date of last examn. in Drydock

15/4/60.

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

Last Report: No.

409

Port

Pal

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 oil tanker.	+LMC CS 3/58
SS 9/58	BS d 4/59
DS 11/59	TS CL 7/57

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

Italian Underwriters.

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

Ing.G.Ansaldo-Private Consultant for Italian Underwriters-Genoa.

## EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING SURVEY AND DAMAGE REPAIRS.

1) DOCKING SURVEY satisfactorily carried out :- for parts now examined, found or placed in good conditions please see Tables Nos. 1 & 2 overleaf.

2) DAMAGE REPAIRS now done :-

Damage stated to have been caused by contact against the tanker "ZHDANOV", the tug "VAGRANSHIK" and the quay during mooring operations at the Port of Odessa with heavy weather and strong wind, on the 25th December, 1959.

Upon examination found :-

### PORT SIDE

Side shell plating in way of side cargo tank No.7, after cofferdam, O.F. bulker tank, indented and part set in, affecting 1st & 2nd strakes below sheer and partly internal structure in way.

### STARBOARD SIDE

Side shell plating in way of side cargo tanks Nos. 6 and 7 badly indented affecting 3rd and 4th strakes below sheer.

Repairs carried out as follows :-

CONTINUATION OF SHEET 2

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

Has a Survey also been held on machinery of the Ship?

yes

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

If so, is the Report sent now, or when will it be sent?

now

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 eligible in my opinion, to remain as Classed and to have fresh record of drydocking 4/60.

O.S.S. Records Dept. to note,

*[Signature]*

( E.V. Villa ).

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 26 MAY 1960

Minute

DS 4 60

TS 4 60



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Lloyd's Register Foundation

11 MAY 1960

DS 4/60  
TS 4/60  
12/5/60

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING 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	/	/
Rudder lifted	no	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	Fresh Water Tanks	/	/
Hold	no	Deep Tanks	/	/
'Tween Decks	no	Oil Fuel Bunkers and Settling Tanks, PS. (on account of damage)	yes	yes
Fore Peak Spaces	no	Side Tanks	-	-
After " "	no	Wing Tanks	-	-
Engine Space	no	Other Tanks	-	-
Boiler	-	side Cargo Tanks (Tankers) (on account of damage)	yes (Nos. 6 & 7 SS, No. 1 SS, No. 7 PS)	yes (Nos. 6 & 7 SS-y)
Under Engines and Boilers	-	Cofferdams For'd & Aft'd (on account of damage)	yes	aft'd-yes.
Tunnel and Well	-	Pump Rooms		
Coal Bunkers	no			
Chain Locker	no			
Other Spaces				

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? yes, by RINA If so, state which Annual  
 Have the shell and deck plating been drilled as per Rule? not required 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 <u>good</u>	Ceiling and Cargo Battens <u>not examined</u>	Sluice Valves examined and found <u>-</u>
" " in way of side scuttles <u>not exd</u>	Cement or Asphalt <u>" "</u>	Air and Sounding Pipes <u>good</u>
Rudder and Sternframe <u>good</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>not examined</u>
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings <u>good</u>	Condition, how ascertained <u>from deck</u>
Coamings and Casings <u>good</u>	and closing appliances <u>good</u>	(State if wedges removed) <u>not examined</u>
Beams and Fastenings <u>part examined-good</u>	Companionways and Skylights <u>good</u>	Chain Locker <u>-</u>
Frames <u>" " "</u>	Shell Openings <u>good</u>	EQUIPMENT
Reverse Frames <u>" " "</u>	Ash Shoots <u>none</u>	Equipment Letter <u>i 4 2 7/16" SQ.</u>
Longitudinals <u>" " "</u>	Overboard Discharges and Scuppers <u>good</u>	Anchor, No. of <u>3B+1S</u> Condition <u>not exam</u>
Transverses <u>" " "</u>	Freeing ports <u>good</u>	Cables (State if now ranged and examined) <u>not ranged</u>
Floors <u>not examined</u>	Steering Gear (Main and Auxiliary) <u>good</u>	" length <u>mean diam. stated</u>
Keelsons <u>" " "</u>	examined and found <u>good</u>	" (on board) <u>Size complete</u>
Stringers <u>part examined-good</u>	Windlass examined and found <u>good</u>	" Rule Length <u>sufficient.</u>
Inner Bottom Plating <u>not examined</u>	Pumps <u>not examined</u>	Hawsers and Warps <u>sufficient.</u>
Bulkheads <u>part examined-good.</u>	W.T. Doors <u>none.</u>	State if any Anchors or Chain Cable have <u>no</u>

S.R.L. App.  
 Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A)nil, (B)nil See Below -

REMARKS, REPAIRS, Etc. (Contd.)

DS = 42 13,000 ten 15/ = 42. 11.050  
 Survey Fee 72,000 Rev. Tax 61,200  
 Special Damage or Repair Fee (if any) 33,145  
 Travelling Expenses (if chargeable) 33,145  
 Second Surveyor's Fee (if any) 42 7,115  
 Date when A/c. Rendered 5/5/60

Rpt. 9a

Port of

GENOA

Continuation of Report No. 24998

dated

3rd May, 1960.

on the

M/S "AGOSTINO FASSIO"

( 2nd Sheet ).

PORT SIDE

- Plate of 1st strake below sheer frs. 40 $\frac{1}{2}$  - 51 $\frac{1}{2}$ , renewed.
- Sheer strake plate, lower part, partly faired in place.
- 2nd strake below sheer plate, upper part, partly faired in place.
- 1st and 2nd strakes below sheer, frames 56-57, faired in place.
- 5(in number) frames in O.F. bunker tank, indented, part cropped, faired and refitted.
- sections to side shell plating of O.T. Bulkheads at frames 42, 50 and 51, buckled, renewed.
- section of 1st (from top) side girder, buckled, renewed.
- side girders in cofferdam, cropped, faired and refitted.
- a number of connecting brackets between frames and side girder, renewed.

On completion of the repairs the new riveting checked and hose tested tight satisfactorily. O.F. bulker tank, PS, water tested.

STARBOARD SIDE

- one plate of 3rd strake below sheer fra.s 71 $\frac{1}{2}$  - 81 $\frac{1}{2}$ , renewed.
- one plate of 4th strake below sheer fra.s 68 $\frac{1}{2}$  - 78 $\frac{1}{2}$ , renewed.
- section of 2nd strake below sheer, lower part, frames 71-75, faired in place.
- section of 5th strake below sheer, upper part, fra.s 71-75, faired in place.
- section of two frames in No.7 side tank, cropped, faired and refitted.
- section of 2nd from top side girder, buckled, renewed.
- section of plate of the 4th strake below sheer, fra.s 166-170 in way of side tank No.1 & fore cofferdam, slightly indented, faired in place.

On completion of the repairs the new riveting of the shell plating in way of side cargo tanks Nos.6 and 7 satisfactorily water tested tight.

3) Wear and Tear Repairs.

- After end keel plating and adjacent strakes, edges, in way of sternframe, found slightly leaking, satisfactorily caulked together with a number of seam rivets.
- Overhauling and minor repairs to superstructures and upper deck fittings, guardrails, bulwark etc., one bulwark stay, PS, for'd centre bridge, cropped, faired and refitted.
- Defective welds between the long bulkhead and <sup>after</sup> transverse bulkhead of the O.F. bunker and settling tanks, PS, over a length of about 100 mm., slightly leaking, satisfactorily veed out and rewelded and also tested tight.

PLAN No. 329 of Messrs. Officine Guarnieri - Shell expansion - attached hereto.

NOTE :- This ship is at present laid-up at this port.

