

25 JAN 1954

No. 13937

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13th Jan 1954 When handed in at Local Office 13.1.54

No. in Reg. Book 30967 Survey held at TRIESTE Date, First Survey 2nd Dec. Last Survey 22nd Dec. 1953

Port of TRIESTE (No. of Visits seven) On the ~~Work~~ Steel s.s. "VALVERDE" Built at Osaka By whom Osaka Iron Works Ld. When 1916

Owners Lloyd Mediterraneo S.p.A. Owners' Address - Port belonging to ROME

Managers - Surveyed Afloat and in Dry Dock? yes Name of Dock Arsenale Triestino Destined Voyage -

Cell DB or DBa - feet: uE&B. total capacity tons. FPT tons; APT tons; MT feet tons. 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 - 5,52 3,53 13.01 - 5,52 Reclassified 8,45 BS 3.53 S.S. Spj. 2nd No. 3-8,44 S.S. Gen. - 5,52

N.B. - All alterations in the existing records of tanks should be inserted. Last Report, No. 13788 Port TRI

Periodical Surveys, when held, must be reported in detail and verified 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.

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? REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, CONVERSION TO OIL FUEL & COMMENCEMENT OF SPECIAL SURVEY:-

DOCKING:- Vessel placed in dry dock. Shell plating, sternframe and rudder cleaned, examined, found or placed in order and recoated.

EXAMINED:- Bridge space, poop space and fore-castle space, boiler room, upperstructures, plating under sidelights; hatchways with their closing appliances, casings, skylights, vents, air and sounding pipes, boats, windlass, steering gear, W.T. door, pump, and general equipment and same found in an efficient condition.

INTERNALLY:- Side Oil Fuel bunkers.- TESTED:- Side Oil Fuel bunker tanks to Rule requirements with satisfactory results. P.T.O.

SUMMARY OF DAMAGE REPAIRS:- Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

PRESENT CONDITION OF THE Decks good Bulkheads - Engine Room Skylights good

Caulking of Decks - Ceiling - Chest Bunkers, Openings, Covers, &c. - good

Coamings - Cement or Asphalt - Oil Bunkers - good

Beams & Fastenings - Rudder - good Scuppers - good

Outside Plating good Steering gear and its connections - Windlass - good

Frames - Have pumps been examined and found efficient? - yes

Reverse Frames - Have Sluice Valves been examined and found efficient? -

Longitudinals - Have Watertight Doors been examined and found efficient? - yes

Transverses - Have Ventilators and their Coamings been examined and found efficient? - yes

Floors - Air and Sounding Pipes - good

Keelsons - Doubling Plates, under Sounding Pipes -

Stringers - Engine Room Skylights - good

Inner Bottom Plating - Have the Tanks been examined internally? - no

Have the Tanks been tested? - no

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel, as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of "Docking-12,53" and the Notation "S.S. (Port & date) to be assigned on completion of Special Survey and to have the Notation of "Fitted for Oil Fuel-12,53 F.P. above 150°F".

Survey Fee (per Section 23) Docking	10 000	15% D.C.	1 500	Fees applied for,	19.1.1954
Special Damage or Repair Fee (if any) (20%)	2 000		400	Received by me,	19
Travelling Expenses (if chargeable)	23 400	15% D.C.	3 510		
G.F. CONVERSION: 140 000					
Second Surveyors Fee (if any)					
5% V.P. ex. v.					
Committee's Minute					
3% new. Tax					
Character Assigned					

DUAL CLASS L.R. & F.I.

Lloyd's Register Foundation

12.53 Tri, subject Fitted for oil fuel 12.53 F.P. above 150°F

Rpt. 9a.

Port of TRIESTE

Continuation of Report No. 13937 dated 13.1.1954

on the 25 JAN 1954

REPAIRS (WEAR & TEAR):-
 Upper Deck:
 Cropped and partly renewed, starboard side stringer plate and corresponding stringer angle (fr. 24 + 26).-

Weo frames: 28, 30, 32 starboard side and 30, 32 portside:-
 plate cropped and partly renewed with corresponding attachment angle.-

bridge space:-

Shell:- Renewed the following shell plates:-
 Portside: 1 plate of the 1st strake below sheer (fr. 14 + 18);
 1 plate of the 3rd strake below sheer (fr. 34 + 37);
 1 plate of the 4th strake below sheer (fr. 32 + 36);
 Cropped and partly renewed 1 plate of the 5th strake below sheer (fr. 32 + 34);
 Removed, faired & refitted 1 plate of the 2nd strake below sheer (fr. 16 + 18);
 starboardside: Cropped and partly renewed 1 plate of the 4th strake below sheer (fr. 32 + 34);

On completion the shell parts were hose tested.

Longitudinal frames at shell (counting from upper deck):-
 Starboardside: Renewed the 3rd, 4th, 5th between fr. 28 + 34;
 port side : Renewed the 1st, 3rd, 5th, 6th, 7th, 8th between fr. 28 + 34;-
 Renewed the 1st between fr. 14 + 18;

Bilge keels:- Cropped, removed, faired and refitted part of bilge keel port & starboard.

Other minor repairs effected.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.				TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.				Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
	1st Bower																	
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.				
						Tons.	Cwts.			qrs.			

CABLE:-

Three lugless shackles were now replaced with tested shackles. The marks were verified with the certificate and found in order.

TO COMPLETE THE SPECIAL SURVEY:- The following remain to be done for completing the

Special Survey:
 To examine:- All double bottom tanks, fore and after peaks, all holds and twacks, engine room and tunnel, weather decks, chain locker, mast and rigging, anchors and cables.

Shell plating to be checked

see cont. pag. 2

To Test:- All double bottom tanks, fore and after peaks.-

CONVERSION TO OIL FUEL:-
 The old side coal bunkers were now dismantled. New side O.F. deep tanks, between fr. 26 + 34 at starboard side and between fr. 28 + 34 at port side were now built.
 An open cofferdam was made between bottom of the new bunkers and the double bottom tanks in way. Vertically the new bunkers extend up to the upper deck. Inside the bunkers were built two service tanks (1 p. & 1 st.) between fr. 32 + 34.-
 O.F. bunkers were built in accordance with the approved plan No. 2931, herewith enclosed.-
 The applicable requirements of Sec. 20 of the Rules have been complied with.
 Air pipes and sounding pipes were fitted as per plan.
 Gutterways were fitted in way of boilers and engine room and in way of the holds.
 Battens were fitted in way of tanks on the transverse forward and after hold bulkheads.
 Drip trays were fitted in way of boilers.
 On completion all new O.F. tanks were hydraulically tested to Rule requirements with satisfactory results.
 The total capacity of the new side deep tanks is 400 tons of oil fuel (ship's use), length= 44' starboard side tank, 33' portside tank.
 The notations recommended in the Register Book should be:
 "Fitted for Oil Fuel 12,53, F.P. above 150°F"
 "DTM 44' O.F." *Side tanks in midship space (OF)*
 S.R.L.:- Cat. A 130.-
 Replace 4 lugless shackles (supplied Ancona 11,52) with tested shackles on ship's return home port (11,52).
 Now 3 Keater shackles were placed. Please see above.- The 4th was not available at this time. It is submitted the above item should be cancelled and substituted with the following notation in S.R.L. Cat. A.:
 Replace 1 lugless shackle with tested shackle not later than 3,54.
 Certificate: Issued. Copy attached herewith.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.