

17 DEC 1955

No. 21181

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2-12-1955 When handed in at Local Office 5-12-1955 Port of LA SPEZIA
 No. in Survey held at LA SPEZIA Date, First Survey 29-7-55 Last Survey 26-11-1955
 Reg. Book on the Wood, Iron or Steel TWIN SCREW "IRPINIA" ex CAMPANA (No of Visits 68)
 34072 TONNAGE Built at NEWCASTLE By whom SWAN, HUNTER & WIGHAM RICHARDSON When 1929
 GROSS 12310 APPROX Owners SICULA OCEANICA S.A. Owners' Address % FILLI GRIMALDI, VIA MARCONI, 33, NAPLES
 UNDER DEK Managers Port belonging to PALERMO
 NET

Afloat or in Dry Dock? BOTH Name of Dock ARSENAL N° 6 Destined Voyage
 DBa feet: E&B feet: f feet
 city tons: FPT tons: APT tons: MT feet: tons.
 alterations in the existing records of tanks should be inserted.
 All alterations in the existing records should be underlined.

Report, No. FIRST Port RPT

Repairs, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form the dates and initials of any letters respecting this case

cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom?
 OR EXAMINATION AS PER RULE FOR CLASSIFICATION

See London letter to Genoa ref. Class. (H) of the 11th August 1955
 See Genoa letter of the 27-10-55 and London telegram of the 4-11-55 regarding anchors and cables.
 A Special Survey "D" has now been commenced, and alterations have been made, at this time, accordance with plans approved and now forwarded.

Special Survey "D"
 Done: Ship placed in dry dock, shell plating, stem frame and rudder (lifted) cleaned examined and recoated Ship undocked 13th November 1955

Done: All holds, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, refuse chutes, plating in way of refuse chutes and side lights, overboard scuppers and discharge pipes, decks with machinery and other casing, superstructures, skylights and companionways

DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
and Fair'd or Repaired								
Repaired in place								

CONDITION OF THE	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt.)
Decks	u	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
Stowage	u	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
in way of sidelights	good	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
"	u	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from aloft
"	u	Windlass	"	Hatches	✓	(State if wedges removed)	u
"	u	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	Rt
"	u	Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of	
"	u	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	
"	u	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length mean diamr.	
"	u	Air and Sounding Pipes	yes	Transoms, Pointers & Crutches		(on board.)	
"	u	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		" Rule length size	
"	u			" " at other places		Chain Locker	good
"	u			Stringers, Clamps & Shelves		Hawsers & Warps	not exam'd
"	u			Sailing		Standing and Running Rigging	good
"	u			State, if examined		Sails	✓

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, so far as now surveyed, is in efficient condition and eligible in our opinion to be entered in the Society's Register Book, and to have the notation of S.S. Spg-11,55 (Dk) when the not of anchors and cables (letter Rt.) is supplied and the survey is completed.

(WILL BE SENT UNDER: ON) Fees applied for, 19
 Damage or Repair Fee (if any) £ : :
 Expenses (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :
 Received by me, 19

Committee's Minute

Character Assigned

TUESDAY 3 JAN 1956

See Mr. R. N. 5696

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

0121027-012107-0049

LA SPEZIA

Continuation of Report No. 21181 dated 2/12/55

on the

hatchway, supports and cleats, chain locker, masts (wedges removed), rigging, steering gear, auxiliary steering gear, windlass, w/t door, ventilator rooming, and sounding pipes (striking plates fitted) and cargo battens, except at No 2 Hold.

The shell and deck plating has been drilled and gauged, for particular of drilling see over.

Examined Internally:- No 3 double bottom tank and 7.4 deep tank on port side aft.

Examined Internally and Tested:- Fore and after peak tanks, all double bottom tanks except No 3, oil fuel bunker and settling tank, deep tanks, tunnel centre tanks and all bunker and fresh water tanks fitted at this time except the 7.4 deep tank on the port side aft.

All parts surveyed found or placed in good condition.

All spaces previously cleared, ceiling, lining, cement and rust removed and cleared as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

The very extensive alterations now made necessitated the removal of much of the jointless decking, wood sheathing, insulation and coverings and the opportunity was taken to examine the exposed steelwork.

Repair:- Near and Year - Now Done

Shell Plating:- The shell plating has now been drilled and the following thicknesses ascertained.

STRAKE	AMIDSHIPS				FORWARD				AFT				REMARKS			
	ORIG. THICK- NESS	THICKNESS BY DRILLING		DIMINUTION		ORIG. THICK- NESS	THICKNESS BY DRILLING		DIMINUTION		ORIG. THICK- NESS	THICKNESS BY DRILLING		DIMINUTION		
		P	S	P	S		P	S	P	S		P		S	P	S
SHEERSTRAKE	86	86	86	-	-	42	43	43	-	-	34	37	36	-	-	ORIGINALLY BRIDGE DECK SHEERSTRAKE

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK			WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested 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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
1st STRAKE BELOW	72	71	71	1	48	51	51	-	48	53	53
2nd "	66	65	65	1	48	49	51	-	48	51	53
3rd "	66	59	63	7	3	48	53	49	-	48	51
4th "	66	60	65	6	1	48	47	49	1	48	41
5th "	66	65	65	1	1	48	47	49	1	48	48
6th "	66	61	63	5	3	48	45	47	3	48	61
7th "	66	55	55	11	11	48	57	57	-	48	71
8th "	66	60	57	6	9	48				48	75
9th "	66	60	56	6	10	48				48	71
10th "	66	55	59	11	7	48				48	71
KEEL	84	71	71	13	13	74				74	

THE THICKNESSES ARE IN HUNDREDTHS OF AN INCH

SEE CONTINUATION SHEET 1

S. "IRPINIA"

Air - Near & Year - Now Done - Continued

Shell Plating:- The shell plates No 9, 10, 11 and 14 from aft on the 3rd strake below the sheerstroke, port side, found set in, have been removed, faired and refitted.

No 9 plate found wasted locally was cropped and part renewed.

Minor incidents found in the shell plating, both port and starboard have now been dealt with.

1 Shell plate E4 on the starboard side found wasted locally at the after end of the plate now fitted with a welded double.

Several rivets at the fore end of the starboard side barge keel renewed.

Bullders:- Lower gudgeon bush (ligium vitae) renewed.

Holds:- 2 Plates on the bulkhead at the after end of No 2 hold now partly renewed on account of wastage.

The lower part of No 1 Hold is now fitted as a water tank - See Alterations over.

No 3 Hold is now fitted as tanks for the carriage of bunkers - See Alteration over.

No 4 Hold outboard of the shaft tunnels and between the shaft tunnels at the after end have been fitted as 4.4 tanks. The fore end of the tunnel is now a generator room - See Alteration over.

Deck:- 2 tween deck frames, 3 web frames and 3 brackets in the cruiser stern have been partly renewed on account of wastage.

20 tween deck frames, port, and 23 starboard, at the main deck in way of No 4 hold have been cropped and partly renewed on account of wastage.

The coaming plates of the upper and lower tween deck bulkheads have been cropped and renewed as necessary on account of wastage.

The coaming plates of the engine and boiler casings in the upper tween decks and their deck angles have been cropped and partly renewed on account of wastage.

A portion of the insulation at the shell in way of the domestic refri, space, starboard side, was removed for examination and the structure found to be in good condition.

Engine & Boiler Spaces:- 2 frames starboard and 3 frames on the port side have been cropped and partly renewed on account of wastage.

2 pump seats have been partly renewed on account of wastage.

Bulkhead plating at the after end of the engine room, starboard side, and at the forward bulkhead in way of pumps have been cropped as necessary, on account of wastage and renewed.

Deep floors in the tunnel at the bossing found thin, have now been reinforced.

Double Bottom Tanks:- Small areas of cement on the bottom shell, found loose, have been removed and the plating cleaned and recoated.

Decks:- The uppermost continuous deck (previously bridge deck) has now been drilled and the following thicknesses ascertained.

	DRILLINGS MADE				DRILLINGS MADE			
	FORWARD OF THE AFTER 1/2 LENGTH		AFT OF THE FORWARD 1/2 LENGTH		FORWARD OF THE AFTER 1/2 LENGTH		AFT OF THE FORWARD 1/2 LENGTH	
	ORIG. THICKNESS	DIMINUTION	ORIG. THICKNESS	DIMINUTION	ORIG. THICKNESS	DIMINUTION	ORIG. THICKNESS	DIMINUTION
PORT SIDE STRINGER	76	75	76	75	76	75	76	75
1st STRAKE	52	55	52	45	52	55	52	45
2nd "	52	44	52	55	52	55	52	55
3rd "	52	51	52	51	52	51	52	51
4th "	40	40	40	40	40	40	40	40
CENTRE "	40	40	40	40	40	40	40	40
4th "	40	40	40	40	40	40	40	40
3rd "	52	52	52	50	52	50	52	50
2nd "	52	52	52	51	52	51	52	51
1st "	52	52	52	52	52	52	52	52
PORT SIDE STRINGER	76	73	76	73	76	73	76	73

THE THICKNESSES ARE GIVEN IN HUNDREDTHS OF AN INCH

SEE CONTINUATION SHEET 2

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on the

S.S. "IRPINIA"

Paints - Wear & Tear - Now Done - Continued:-Port Deck:- Plating under jointless decking on the starboard side, under R/T room and W.C.'s found wasted has now been renewed.

Wood sheathing now overhauled as necessary and recaulked and payed.

Promenade Deck:- Plating under winches aft, port and starboard, now partly renewed and wood sheathing overhauled as necessary and recaulked and payed.

The promenade deck has now been extended aft - See Alterations over.

Bridge Deck:- Plating in way of No. 6 Hatch, port side, cropped and partly renewed on account of wastage. Plating under jointless decking in the after saloon renewed as necessary locally on account of wastage.

Wood sheathing renewed as necessary and recaulked and payed.

The bridge deck has now been extended to the forecastle deck to form a continuous deck - See Alterations over.

Lower Deck:- Plating at Nos 4 & 5 'tween decks, port, starboard and centre found wasted under jointless decking has now been renewed.

Plating in the port and starboard side alleyways amidships in way of the galley forward of amidships, and under jointless decking port and starboard, amidships in the accommodation spaces found wasted has now been renewed. The wood sheathing in the alleyways port and starboard, has not been relaid, but has been replaced by jointless decking efficiently anchored to the plating.

Main Deck:- Plating in way of crew's accommodation and W.C.'s aft renewed locally on account of wastage. Plating in way of No. 4 & 5 'tween decks, port and starboard, and at centre forward of No. 4 partly renewed on account of wastage. Plating at the fore end of No. 2 'tween decks, port and starboard, and at the after end of No. 1 'tween decks, port and starboard partly renewed.Lower Deck:- Plating in way of No. 4 hold at the after end port and starboard and at the fore end, port side, cropped and partly renewed on account of wastage. Plating at No. 2 and 3 holds, port and starboard, renewed as necessary on account of wastage.

The butts of the plating now renewed have been electrically welded, the seams have been riveted as original.

Chain Locker:- The chain locker, port and starboard, has been cleaned, examined and found satisfactory.Masts:- All wedges removed from both fore and main masts, masts examined and found to be satisfactory.Rigging:- All rigging has now been overhauled, stays removed cleaned and examined.

Rigging screws and eyeplates repaired as necessary.

Pumps:- Hand pumps now overhauled, but not tested.Ventilator Coaming:- 1 ventilator coaming on upper deck forward, partly renewed on account of wastage.Air & Sounding Pipes:- Air and sounding pipes repaired as necessary. Striking plates fitted.Upper & Sanitary Discharges:- All sanitary discharge valves opened out, examined and repaired as necessary. Shell fastenings made good. The lowest length of pipe at 3 valves found corroded, have now been renewed.Refuse Chutes:- 1 refuse chute on the port side has been partly renewed and 1 refuse chute on the port side entirely renewed on account of wastage.Plating:- Plating port and starboard, on the fiddley top found corroded has now been renewed.

Plating at the sides of the engine room skylight, port and starboard, found corroded has

SEE CONTINUATION SHEET 3.

LA SPEZIA

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Wear & Tear - Now Done - Continued

has been renewed. Coaming plates of casings on the boat deck, starboard side, have been partly renewed on account of wastage. Coaming plates of casings on the running deck, port and starboard, have been partly renewed on account of wastage.

Deckhouses:- Small fractures at the corners of openings in the deckhouses have been "reed" out and welded.

Alterations:- The following alterations have been carried out at this time in accordance with plans approved in Genoa, and now forwarded herewith.

Stem:- The rake of the stem has been altered by fitting a false plate stem.

Promenade Deck:- The promenade deck has now been continued aft, and 2 swimming pools have been made, 1 over N°4 hatchway, the other over N°6 hatchway.

The hatchway port & starboard to N°3 hold have been plated over and sheathed.

Upper (Bridge) Deck:- The well between the forecastle and the bridge has now been dispensed with, a deck over and shell at sides having been fitted. The opening in the shell of the bridge tween deck aft, abreast where N°5 hatch was, have now been plated over and w.t. shell doors fitted port and starboard. The hatchways port & starboard to N°3 hold have now been closed and the deckhouse sides port & starboard, previously reserved for the hatchways, have been fitted in line with the existing deckhouse sides. N°5 hatchway opening has been reduced in length and now forms a stairway for the accommodation below.

Hatchways:- A companionway has been fitted over the after end of N°1 hold and a trunk fitted around the hatchway from the upper deck to the lower deck.

A trunk has been fitted at N°2 hatchway from the upper deck to the lower deck.

The hatchways on all decks serving N°3 hold have now been dispensed with and the openings have been efficiently closed.

A trunk has been fitted at N°4 hatchway from the promenade deck to the main deck.

The upper portion of this trunk forms the 1st Class swimming pool. A w.t. steel cover has been fitted at the level of the upper deck.

The hatchway serving N°5 hold has now been dispensed with.

A trunk has been fitted at N°6 hatchway from the promenade deck to the lower deck. The upper portion of this trunk forms the 2nd Class swimming pool. A w.t. steel cover has been fitted at the level of the upper deck.

1 Hold:- The lower part of N°1 hold is now to be used for the carriage of fresh water. A new deck has been fitted to form the tank top. Wash bulkheads, pillars and girders etc., have been fitted as per approved plan.

3 Hold:- N°3 hold has been sub-divided and is now to be used as bunker tank. The structure has been altered as per approved plan. The structure in N°3 double bottom tank has been suitably reinforced round the pillars now fitted. A tunnel has been fitted in the new tank for the passage of pipes.

4 Hold:- N°4 hold at the sides of the tunnel port & starboard and between the tunnels at the after end of this hold, have been converted into tanks for the carriage of fresh water. Refrig machinery at the forward end, between the tunnels, has now been removed and the space is now used as a generator room.

Insulation for refrigerated cargoes has now been removed from the holds; only domestic refrigeration spaces remain.

A coffer dam of one frame space has been made in the double bottom at the after end of N°2 double bottom tank. N°2 double bottom tank is now to be used for the carriage of fresh water.

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S.S. "IRPINIA"

Alterations - Continued

The floor now forming the tank end has been stiffened.

Two web frames have been fitted in the upper tween decks port & starboard under the fore end of the deckhouse on the upper deck, and deck girders have been fitted under the deckhouse at the after end.

General Declaration - This ship has been examined under Special Survey for Classification in the Society's Register Book in conformity with the Society's Rules and Regulations and Secretary's letters, and found or placed in good condition. The modifications now carried out are as given in the report and as shown and amended on the approved plans, now forwarded. There is no evidence of major alterations having been carried out since the ship's class was withdrawn in 1938. There is evidence of repairs having been carried out above the fore peak and at the port side bunker tank bulkhead at the fore end of the boiler room, these have been examined and found to be satisfactory.

The materials and workmanship are good. Oil fuel, flash point above 150°F is carried in deep tanks forward (originally No. 3 Hold) in existing deep tanks at the fore end of the boiler room, in existing deep tanks port & starboard at the after end of the boiler room, in cylindrical settling tanks port & starboard in the boiler room and in double bottom tanks Nos. 4, 5 and 6. The requirements of Section 20 of the Rules, so far as applicable, have been complied with. The bunker and deep tanks fitted at this time (except the fresh water deep tank port side aft) have been tested under water pressure and the new portion of deck and w/t doors have been tested and found satisfactory.

To Complete the Survey for Classification the following requires to be dealt with:-

The w/t floor ends of No. 3 double bottom tank require to be seen under pressure. ✓

The fresh water deep tank, port side aft to be tested. ✓

Side lights, now fitted, to be hoist tested. ✗ *port done*

Bilge suction in way of the following compartments to be tested:- chain locker, No. 1 Hold, No. 2 Hold and oil drainage wells at the after end of No. 2 Hold. Double bottom cofferdam between No. 2 & 3 double bottom tanks. Tank top of oil fuel deep tank No. 3 and suction above the deep tank at No. 4. ✓

Air pipes at forward end of double bottom tanks No. 3 to be altered to avoid crossing the oil fuel deep tank No. 3 above. ✓

Ceiling to be fitted on the tank top and bilge limbers to fit in No. 2 Hold. Cargo battens in No. 2 Hold to be reported if fitted. ✗ *not fitted*

Closing appliances for hatchways, ventilators and air pipes to be examined. ✓

The shell plating (3 strakes) between frames 52 to 54 port side in way of fresh water Deep Tank No. 4, locally wasted, to be dealt with as necessary. ✗

General equipment to examine. Anchors and cables (equip letter ht) to supply. ✗

The freeboard marks require to be verified. ✗

This ship, at present classed with the Registro Italiano Navale, is now to class with the American Bureau of Shipping, who have also surveyed the ship at this time.

Particulars for the Register Book:- "TS" "CSD" "3 dles & 5 dk, 4th dk in No. 1 Hold"

"Prom dk aft" "OF" "ESD" "GC" "DF" "9 BHDS"

Cement is fitted in all double bottom tanks except those used for the carriage of oil fuel bunkers. The fore and after peak tanks are cemented.

5.5. "IRPINIA"

Particulars for the Register Book - Continued.

Length overall	---	---	---	---	535'-10"
Breadth extreme	---	---	---	---	67'-0"
Breadth extreme at the Promenade Deck	---	---	---	---	69'-3"
Draught from top of keel	---	---	---	---	23'-0 1/2'
Sigs of Hatches -	Nº1	1250 M. x 4260 M.	Nº2	5500 M. x 4260 M.	
Nº of Shifting beams		NONE		3	
Rise of Floor	---	---	---	---	1'-6" ✓

Particulars of Water Ballast:-

Double bottom aft	---	149.8 ft	356 tons S.W.
" " under Engines and Boilers	---	64.58	291 " S.W. and O.F.
" " forward	---	191.5	495 " S.W.
Total length and capacity	---	405.88	1142 tons
Fore peak tank			69 tons F.W.
After peak tank			56 " F.W.
Deep tank forward (Nº1 Hold)	58.5 ft.		F.W.
" " " (Nº3 Hold)	59.4 "		O.F.
" " " of Boiler Room	18.08	734 tons O.F.	
" " aft of Boiler Room p & s	15.5	491 " O.F.	
" " at sides of tunnel	56.8		F.W.
" " at centre of tunnel forward	31.0		F.W.
" " at centre of tunnel	15.5	53 " F.W.	
" " at centre of tunnel aft	18.08	60 " F.W.	
" " above after peak		107 " F.W.	
Stem tank		63 " F.W.	

The dead Line has been assigned by the Registro Italiano Navale

The Summer freeboard is 3678 mm.

The approximate Gross Tonnage is 12310.

The following plans are forwarded with this report.

- | | |
|-----------------------------------------------------|-------------------------------------------------------------|
| 1. Profile & Decks | 15. Stem Plan |
| 2. Promenade Deck Aft. | 16. W/T Door in Shell |
| 3. Deep Tank Nº1. | 17. Companionway forward. |
| 4. Bunker Tanks Nº3 | 18. W/T Steel Cover at 1 st Class Swimming Pool |
| 5. Tunnel in Bunker Tanks Nº3 | 19. W/T Steel Cover at 2 nd Class Swimming Pool. |
| 6. Deck in way of Bunker Tanks Nº3 | |
| 7. Deep Tanks Nº4 | |
| 8. Nº4 Deep Tank Top | |
| 9. Trunk at 2 nd Class Swimming Pool | |
| 10. 1 st Class Swimming Pool | |
| 11. Trunk under 1 st Class Swimming Pool | |
| 12. Trunk at Nº2 Hatchway | |
| 13. New Deck from Bridge to Forecastle | |
| 14. Reinforced Beam from 43-A Deck | |



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