

6 JUN 1953

19333

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-5-53 When handed in at Local Office 26-5-53 Port of GENOA
 No. in Reg. Book. 69250 Survey held at GENOA Date, First Survey 19-1-53 Last Survey 4-5-53

on the Wood, Iron or Steel SINGLE SC. M. V. MARISIN M.
 Built at NEWCASTLE By whom PALMERS CO. LD. When 1928
 Owners SPEDIZIONE ITALIANA MARITTIME TERRESTRI S.P.A. Address Genoa
 Managers Genoa Port belonging to GENOA

Surveyed Afloat or in Dry Dock? BOTH Name of Dock Nº 3 DD GENOA Destined Voyage FOREIGN
 Cell D B or D B a feet; uE & B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 1968 Port Alghero

(Periodical Surveys, when held, must be reported in detail and serially 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. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

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

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?

PAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY (D).

Now done for:-

1) Special Survey (D) due 5.53 - vessel 24 years old.

Vessel placed in dry dock, bottom, stemframe and rudder cleaned, examined and recoated. Vessel undocked 14th April 1953.

Examined:- all holds, tween decks, fore and aft peak spaces, engine and donkey boiler spaces, under engines and auxiliaries and under donkey boilers, pump rooms, plating in way of side-lights and cargo suction pipe strums (strums removed), decks, hatchways, covers, supports, tarpaulins and closing arrangements, anchors and chain cables, chain locker, masts, rigging, steering gear, P.T.O.

Summary of Damage Repairs:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Keels	GOOD.	Bulkheads	GOOD.	Engine Room Skylights	GOOD	Copper, or Y.M.	✓
Plating of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	✓
Stowings	"	Cement or Asphalt	GOOD.	Oil Bunkers	GOOD	When fitted, Month	✓
Stems & Fastenings	"	Rudder	"	Scuppers	"	Boats	GOOD.
Side Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	FROM ALOFT.
Frames	"	Have pumps been examined and found efficient?	YES	Planing	✓	(State if wedges removed.)	✓
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	✓
Longitudinals	"	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Anchors, No. of	3B + 1S.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	Cables (State if now ranged)	YES
Ports	"	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches	✓	" length	300 FMS mean diam 2 3/8
Beams	"	Doubling Plates under Sounding Pipes	IN ORDER	Timbers of Frame at openings	✓	" Rule length	300 FMS size 2 1/8
Inner Bottom Plating	"			" at other places	✓	Chain Locker	GOOD
Have the Tanks been examined internally?	YES			Stringers, Clamps & Shelves	✓	Hawsers & Warps	IN ORDER
Have the Tanks been tested?	YES			Salting	✓	Standing and Running Rigging	GOOD
				State if examined		Sails	✓

General 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 this 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 Vessel is, in our opinion, in good & efficient condition and eligible to remain as classed with fresh record of DOCKING 4.53 GEN. and notation SS. GEN. 5.53 (DR).

Survey Fee (per Section 23)	£1.390.600.-	Fees applied for,	
Special Damage or Repair Fee (if any)	£1.7.8.12.-	1/5/1953	
Travelling Expenses (if chargeable)	£1.5.0.22.8.-	Received by me,	
Second Surveyor's Fee (if any)	£1.13.42.6.-	19	

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

THIS OFFICE.

012744-012751-02242

aux. steering gear, windlass, general equipment, pumps, ventilator casing and covers, air and sounding pipes (striking plates fitted) casing and boats.

Examined internally and tested:- fore and aft peak tanks, oil fuel tanks and cofferdams, main cargo tanks, summer tanks and cofferdams.

All parts now surveyed found or now placed in good condition. All spaces previously cleared, lining, cement and rust removed and cleaned as required.

Steelwork afterwards coated as necessary and lining - cement etc replaced in good order.

Shell plating drilled at this time for details please see Drilling Sheet attached hereto. Wear and tear repairs now satisfactorily carried out.

1/ Shell Plating

Port Side:- Plates B5, B6, B7, B9, B12, C8, C13 and C14 found corroded in way of forward bulk repairs effected by fitting doublers between plate edges extending length of forward plates by 1 foot 6 inches.

Plate C5 found corroded in way of beam to plate B4, repairs effected by fitting a doubler from forward bulk for length of 12 feet aft, extending width of plate B4 by 2 ft 6" in way of the repair.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1st Bower												
2nd "												
3rd "												
Collector 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 Cable.	Where and when tested and Superintended.
	Length.	Diam.	Stating.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	In.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	In.			

Plate C9 found corroded locally at centre portion repairs effected by fitting doubler from forward bulk for length of 22 ft aft, width 3 feet at centre of plate.

Starboard Side:- Plates B8, B9 and B10 found corroded locally repairs effected by fitting doublers 3 feet square in way of the local corrosion.

Plates B11, C5, C12 and D10 found corroded in way of forward bulk, repairs effected by fitting doublers between plate edges extending length of forward plates by 1 foot 6 inches.

2/ Structure in way of Main Cargo Tanks:- berthe line longitudinal bulkheads found corroded and generally wasted and now renewed as follows in the following main tanks:-

N^o 1 Port 12 brackets renewed: N^o 1 Starboard 6 brackets renewed.

" 2 " 5 " " : " 2 " 9 " "

" 3 " 3 " " : " 3 " 8 " "

" 4 " 8 " " : " 4 " 10 " "

" 6 " 10 " " : " 6 " 10 " "

" 7 " 10 " " : " 7 " 9 " "

" 8 " 12 " " : " 8 " 12 " "

" 9 " 12 " " : " 9 " 11 " "

" 10 " 16 " " : " 10 " 16 " "

2nd DE Transverse beams in N^o 3 Starboard N^o 4 Port - Starboard, - N^o 5 Starboard corroded and generally wasted now satisfactorily reinforced.

Forward transverse bulkhead in N^o 2 Port tank, corroded now repaired by fitting doublers.

3/ Structure in way of Summer Tanks:- N^o 1 Port - Summer tank, 2 side longitudinal frame renewed.

Summer tank N^o 1 starboard, 1 deck plate renewed and 2 side longitudinal fitted with doublers, N^o 4 Port Summer tank - 1 transverse frame renewed, N^o 5 Port - Starboard Summer tanks - 1 deck plate renewed in each.

Bulkhead between chain locker and forward hold on Starboard side and between chain locker & fore peak tank on port & starboard side found corroded, repairs effected by fitting doubling plates in way of these wastages.

Plating coils now fitted in N^o 1, 2, 3, 4, 6, 7, 8, 9 and 10 Port - Starboard main cargo tanks, examined and tested hydraulically and found satisfactory.

A number of small indents on Port - Starboard sides now satisfactorily repaired in place and it is submitted that the item may now be deleted from the list of Endorsements.