

Rpt. 8

Port of GENOA No. 03783

Date of writing Report 25th Nov., 1958 When handed in at Local Office 26/11/58 Received London
Survey held at GENOA No. of Visits 7= First Date 14/11/ 19 58 Last Date 20/11/ 19 58.

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. 58736 on the Iron or Steel M.S. "DUE GOLF" Tons gross 3132
Built at Copenhagen By Whom Burmeister & Wain Owners' address -
Owners O. Jacomino fu Vincenzo (If not already in R.B.)
Managers - Port of Registry Torre del Greco.
Surveyed Afloat or in Drydock both Name of Dock Grazie D.D. No. 2 Date of last examn. in Drydock 16/11/58
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.
Last Report: No. 6505 Port NAP.
To be filled in at Head Office.

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 in 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 blocks are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

ve dates and references to any letters relating to this Report

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 3 ft 4 1/2 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING AND GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY.

For parts examined for Docking and General Examination see Tables 1 & 2 overleaf.

ear and Tear repairs now satisfactorily carried out :-

Steel bush to top sternframe gudgeon worn - renewed.

Steel bush to 2nd from top sternframe gudgeon loose - resecured.

Steel riser in bottom sternframe gudgeon worn - renewed.

Upon examination the following damages were noted, cause and date stated to be unknown.

- 1) Stern contour plate in way of poop set in, with one cant.frame distorted.
- 2) Starboard side shell plate No. 8 (from aft.) "E" strake, set in.-

The structure in way of the two damages listed above was considered to be efficient meantime and agreed to Owners request for repairs to be deferred, but it is recommended that these two items be made conditions of Class.-

The port side chain cable was stated to have parted, when the ship was in the Port of Tuapse, USSR, in October 1958.- It was further stated tha cable and anchor were salvaged, the length containing the broken link disconnected and the remaining cable and anchor reconnected up.- It is recommended that this item also be made a condition of Class.-

tems listed in Appendix to the Special Reason List.:- These items were examined CONTINUATION OVER

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

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

yes

Is Classification Certificate required? If so, to be sent to no

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 with fresh record of Drydocking 11/58 and for postponement of Special Survey until 10/59, subject to set in stern contour plate and set in starboard side shell plate No. 8 (from aft.) "E" strake, being specially examined at next Special Survey and dealt with as necessary, and also to 15 fms. of chain cable of suitable size and test being supplied by next Special Survey.-

A. Tilson
(A. Tilson).

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 23 DEC 1958

40m, 3,58 T

Wuli Gun re SS & temp DBS

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking & General Examination

Items	Now Examined		Tanks	SURVEY	
	YES	NO or NONE		Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes		F.P. Tank	yes	no
Rudder lifted	yes		A.P. "	yes	no
Weather Decks, Superstructures and Casings	yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	No.2 & No.5-part yes	no
Hatchways, Covers, closing and securing appliances	yes				
Ventilator coamings, skylights, companionways and closing appliances	yes				
Holds	yes		Fresh Water Tanks	no	no
			Deep Tanks	-	-
'Tween Decks	yes		Oil Fuel Bunkers and Settling Tanks	no	-
Fore Peak Spaces	yes		Side Tanks	-	-
After " "	yes		Wing Tanks	-	-
Engine Space	yes		Other Tanks	-	-
Boiler (Donkey Boiler only)	none		Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	no				
Tunnel and Well	no		Cofferdams	-	-
Coal Bunkers	none		Pump Rooms	-	-
Chain Locker	no				
Other Spaces	-				
			Have Tanks now Examined been Cleaned as Necessary?	yes	
			Have Struts in Cargo Tanks (of Tankers) been removed?	-	
			Have Tanks been Retested as necessary after completion of any Repairs?	-	

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? yes

Have the bilges been cleaned out and examined? yes

Has cement in bottom been examined? part

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? a

Has a Load Line Survey been held? no If so, state which R.I. Cert.

Have the shell and deck plating been drilled as per Rule? no

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	efficient	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	-
" " in way of side scuttles	Good	Cement or Asphalt	do	Air and Sounding Pipes	efficient
Rudder and Sternframe	do	Cargo and other Hatchways	do	Doubling Plates under Sounding Pipes	not examined
Decks	efficient	Hatches and closing appliances	do	Masts and Rigging examined and found	good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	do	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	do	Companionways and Skylights	do	Chain Locker	not examined
Beams and Fastenings	do	Shell Openings	do	EQUIPMENT	
Frames	do	Ash Shoots	-	Equipment Letter	u
Reverse Frames	-	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B+1S Condition not exam
Longitudinals	-	Freeing ports	do	Cables (State if now ranged and examined)	not ranged
Transverses	-	Steering Gear (Main and Auxiliary)	Good	" length	255 fms. mean diam. -
Floors	efficient	examined and found	Good	" Rule Length	270 fms. Size 49 mm.
Keelsons	-	Windlass examined and found	do	Hawsers and Warps	-
Stringers	Good	Pumps " " "	do	State if any Anchors or Chain Cable have	no
Inner Bottom Plating	efficient	W.T. Doors " " "	do	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no See Below

REMARKS, REPAIRS, Etc. (Contd.) and considered to remain efficient.—

The general examination in compliance with circular 1959 has now been held and the general condition of the ship is considered good and in my opinion, suitable for the postponement of the Special Survey until 10/59 as requested by the Owners and agreed to in London cable of 15th Nov., 1958.

Survey Fee

G.E. For POSP. SS 88750 " " 75,440

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

SUNDAY FEE

Second Surveyor's Fee (if any)

REV. TAX

Date when A/c. Rendered

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Certificate
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