

Rpt. 8

Date of writing Report 20.1.1958

When handed in at Local Office

Port of GENOA

No. 22976

Survey held at Genoa

No. of Visits 28

First Date 12.9. 19 57

Last Date 24.12. 19 57

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.

19538

S.S.

on the Iron or Steel

"MARE ADRIACUM"

Built at Trieste

By Whom C.R.D. Adriatico

Tons gross 20451

Year 1954 Month 3

Owners Fratelli d'Amico

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

Managers

Port of Registry Trieste

Surveyed Afloat or in Drydock both

Name of Dock Grazie N°4

Date of last examn. in Drydock 7.12.57

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

Last Report: No.

To be filled in at Head Office.

2369

Port

ADN

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

+100 A1 carrying petroleum in bulk

+ LMC N 3/54

BS WT 3/56

Dkg 9/56

nsg 3/54

TS CL 3/54

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

Damage Report not required

Was a damage report made by anyone else? If so, by whom? yes, by underwriters' Surveyor

EXAMINATION AND REPAIRS AS PER RULE FOR A) SPECIAL SURVEY, B) DAMAGES CAUSES & DATES NOT STATED, C) ALTERATIONS FOR INCREASE OF DRAUGHT, D) REINFORCEMENTS AT THE OWNER'S INSTIGATION.

Now done for:

A) SPECIAL SURVEY "A", due 3/58 (ship 4 years old)

Parts examined and/or tested as indicated overleaf in Tables 1 & 2.

Damage repairs carried out as indicated hereunder.

B) DAMAGES CAUSES AND DATES NOT STATED.

1) Rudder: Upon examination the rudder plating was found cracked in various positions and to have been temporarily repaired by patching. After removal of the affected plating the internal structure was also found cracked in various positions and the Owners decided therefore to build a new rudder, re-using the existing castings and axis, which were found in order; they requested however to increase the thickness of the plating and internal diaphragms and the number of same. The plan of the new rudder was approved in this office and is hereto attached

2) Shell plating port side amidships and internals in way.

Upon examination the shell plating in way of N°6 port cargo tank found set in and internals in way buckled and distorted. The following repairs now satisfactorily carried out:

CONTINUATION OVER SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	side	longitudinal	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	2 partly	2 partly	4 partly	/	/	/	/	/	rudder
Removed and Faired or Repaired	-	/	/	/	/	/	/	/	Internal structure as indicated in the body of Report.
Faired or Repaired in place	4	1	/	/	/	/	/	/	

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

yes

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

yes, to this office.

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, is in my opinion eligible to be continued as classed with fresh record of docking 12.57 and notation of SS Gen 12.57

Date of Committee

TUESDAY 20 MAY 1958

Minute

W. W. J. J. J.

SS 12.57, without spe edn (with edn)

SS Gen 12.57 ES 12.57 (Delete line edn)

TS 12.57 MS 12.57 SS 12.57 SPS 12.57

CERTIFICATE WRITTEN

NOTED FOR FILING

Noted for Head

(F. Suligoi)

Surveyor to Lloyd's Register of Shipping



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013186-013191-0098 1/3

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SPECIAL

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	yes	yes
Rudder lifted	yes	A.P. "	yes	yes
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams	all excl.O.F.and L.O.oil tanks, yes	all yes
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	yes	yes
Holds	yes	Deep Tanks	all yes	all yes
		Oil Fuel Bunkers and Settling Tanks	all yes	all yes
Tween Decks	yes			
		Stow Rooms	-	-
Fore Peak Spaces	yes	Wing Tanks	-	-
After "	yes	Other Tanks	-	-
Engine Space	yes			
Boiler	yes	Cargo Tanks (Tankers)	all yes	all yes
Under Engines and Boilers	yes			
Tunnel and Well	yes	Cofferdams	all yes	all yes
Coal Bunkers	no			
Chain Locker	no	Pump Rooms	all yes	
Other Spaces	no			
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	yes	
		Have Tanks been Retested as necessary after completion of any Repairs?	yes	

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 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? no

Has a Load Line Survey been held? yes If so, state which Verification of freeboard marks.

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? yes 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	good	Ceiling and Cargo Battens	good	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement or Asphalt	"	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	fitted
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	good
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	from aloft
Coamings and Casings	"	and closing appliances	"	Chain Locker	-
Beams and Fastenings	"	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings	"	Equipment Letter	p + 2.13/16" SQ
Reverse Frames	-	Ash Shoots	-	Anchors, No. of 3B	Condition -
Longitudinals	good	Overboard Discharges and Scuppers	good	Cables (State if now ranged and examined)	no
Transverses	"	Freeing ports	"	" length (on board)	mean diam. -
Floors	"	Steering Gear (Main and Auxiliary)	"	" Rule Length	Size -
Keelsons	"	examined and found	"	Hawsers and Warps	-
Stringers	"	Windlass examined and found	"	State if any Anchors or Chain Cable have	-
Inner Bottom Plating	"	Pumps " " "	"	now been supplied or retested, if so,	no
Bulkheads and Tunnel	"	W.T. Doors " " "	-	complete Report 8(Eq) and attach.	-

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? yes See Below

REMARKS, REPAIRS, Etc. (Contd.)

Rpt. 9a

Port of GENOA

Continuation of Report No. 22976 dated 20.1.1958

on the

S/S "MARE ADRIACUM"

(Sheet no.2)

Shell plates numbering from forward, Nos 6 & 7 in 1st strake below sheer faired in place, Shell plates Nos 12 in 3rd strake and 13 in 4th strake below sheer, cropped and partly renewed. Web plating of side transverse fr. 72 and 73 partly renewed. Two side longitudinals partly renewed and one faired in place.

3) Shell plating port side forward and internals in way.

Upon examination shell plating in/ of N°1 port cargo tank found indented in two positions and the internals in way buckled. The following repairs now satisfactorily carried out:

One shell plate in 1st strake below sheer in way of side transverse fr. 92, faired in place and web plating of said transverse locally renewed.

One shell plate in 3rd strake below sheer, in way of side transverse fr. 91, faired in place and web plating of said transverse locally renewed.

4) After peak tank.

Upon examination the wash bulkhead plating was found cracked in one position and two floors were found cracked in way of weld connecting same to stbd side shell plating. The following repairs now carried out:

Cracked wash bulkhead plating cropped and renewed.

Floors, cracked plating cropped and renewed in way of one floor and veed out and welded in way of the other. For reinforcements now carried out see below.

5) Fresh water tanks between upper deck and after peak tank top and between fr. 9 & 13.

Cracks in after peak tank top, at keel of brackets at foot of transverse bulkhead stiffeners, veed out and welded and flat bars connecting forward and after bulkhead brackets fitted, toe welded to after peak tank top.

A crack in fwd transverse bulkhead plating of port tank, veed out and welded and a welded strap fitted in way.

6) Deeptanks fr. 51 - 53

Upon examination the following damages were found and repairs carried out:

Port centre tank. Transverse bulkhead adjacent to pump room, one plate (cracked) renewed.

Stbd centre tank. Transverse and longitudinal bulkheads adjacent to pump room, one plate in each bulkhead, cracked, renewed. Tank bottom plating, cracked at heel of brackets at foot of stiffeners of longitudinal bulkhead adjacent to pump room, cracks veed out and welded and flat bars, connecting said brackets to the nearest bottom longitudinal, toe welded to bottom plating.

Stbd wing tank. Longitudinal bulkhead adjacent to pump room, one small crack in plating, in way of web, veed out and welded and web plating, cracked, cropped and partly renewed.

For reinforcement carried out in deeptanks fr. 51 - 53, see below.

7) Cargo tanks.

Upon examination several cracks were found in the cargo tanks internal structure, mainly in webs to longitudinal bulkheads.

The position and extent of these cracks and the repairs carried out are indicated in the attached booklet.

At the Owners instigation, alterations to the longitudinal bulkhead webs were carried out in tanks N°3 and 7 as indicated in the above mentioned booklet.

(Contd. on sheet no.3)

Survey Fee £ 336.000

Special Damage or Repair Fee (if any) £ 32.000

ALTERATIONS £ 24.000

Travelling Expenses (if chargeable) £ 11.000

CAR FUND £ 22.295

DATE Second Surveyor's Fee (if any) £ 5000

REV. TAR £ 27.000

Date when A/c. Rendered 22/1/58

s/s "MARE ADRIACUM"

(Sheet no. 3)

These alterations were carried out in an endeavour to avoid further recurrence of cracks and it is stated that, if same will prove satisfactory, they will be effected in the other tanks.

C) ALTERATIONS FOR INCREASE OF DRAUGHT.

At the Owner's request the Registro Italiano have now assigned new freeboards which are 4" less than those previously assigned. In consequence of this reduction the following alterations and reinforcement have been requested and satisfactorily carried out :

- 1) Midships deckhouse enlarged athwartships and converted into a bridge in accordance with plan N° 12318 approved in this office and attached hereto.
- 2) Upper deck in way of forward and after corners of bridge doubled and doublers fitted to sheer-strake from 1/3B aft of poop front bulkhead to fr. 87 $\frac{1}{2}$ in accordance with plan N° 11903 approved in this office, attached hereto. Sheer strake doublers manufactured of steel which has been specially approved in accordance with paragraph 403 of the Rules; relative mill sheets attached hereto. The new freeboards have been marked on the ship's sides, verified and found correct. Verification form attached hereto.

D) RE-INFORCEMENT OF VARIOUS TANKS CARRIED OUT AT THE OWNERS' INSTIGATION.1) After peak tank;

New stiffeners fitted to the wash bulkhead plating in order to have one stiffener at every frame. One girder each side fitted to tanktop at 1080 millimetres from $\frac{1}{2}$ consisting of vertical plating 300 x 13 mm supported by pillars L 90 x 90 x 10 mm at every frame.

2) Deeptanks fr. 51 - 53

Additional horizontal girders fitted to the transverse and longitudinal bulkheads of these tanks in an endeavour to avoid further recurrence of cracks.

The horizontal girders have been fitted in the same way as on the sister ship "MARE NOSTRUM" in accordance with plan N° 11997 attached to Genoa Report N° 22517 regarding that ship.

3) Alteration in cargo tank structure.

Carried out as stated in the above item B,7.

E) CONDITIONS OF CLASS

"Indented side shell plates (p.s. amidships) to be dealt with as necessary by next special survey.

Rudder to be specially examined and dealt with as necessary next dry docking. "

These conditions of class now dealt with, as indicated in the above items B 1 & 2, can be deleted.

N.B. In consequence of the alterations now carried out the ship has been remeasured but the new figures are not yet available :

~~GROSS~~~~NET~~~~UNDER DECK~~

0098 3/3