

4 FEB 1952

No. 13610

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st JAN 1952When handed in at Local Office 31st Jan 1952

Port of TRIESTE

No. in Survey held at TRIESTE

Date, First Survey 27th DEC 1951 Last Survey 24th JAN 1952

Reg. Book.

35748

on the ~~Wood~~ ^{Steel} S.S. "MARIA COSULICH" (ex HAXBY)

TONNAGE

GROSS 1793

UNDER DK 1486

NET 995

Built at STURGEON BAY. WIS.

By whom LEATHAM D. SMITH & CO.

When 1943

MONTH

Owners SOCIETA DI NAVIGAZIONE "FRATELLI

Owners' Address

(If not already recorded in Appendix to Register Book)

COSULICH"

Managers

Port belonging to GENOA

Surveyed Afloat or in Dry Dock? AFLOAT

Name of Dock HARBOUR - TRIESTE

Destined Voyage

Cell D Bord Ba feet; uE & B feet; f feet; fee }
total capacity tons. FPT tons; APT tons; MT tons; fee 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. 20957. Port Son

(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.

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR OIL FUEL CONVERSION and ALTERATIONS

O.F. CONVERSION:- The side coal bunkers (D & S) in Engine and Boiler Rooms between Nos 47-61 have now been converted in accordance with the Regulations and Plans approved by the Genoa Office (copies attached) for the carriage of oil fuel, F.P. above 150°F. Double Bottom tank N°2 has also been adapted for the carriage of oil fuel F.P. above 150°F or water ballast. N°3 Double bottom tank originally a dry tank has now been adapted for Boiler Feed Water and the necessary cofferdam has been fitted between double bottoms N°2 and 3. All the work has been carried out in a satisfactory manner and on completion all tanks were tested and found tight.

The necessary gutterways have been fitted as required and sheathing has

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

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Doors, &c.	(State if on Felt.)
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Beams & Fastenings	Rudder	Seamers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained
Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Reverse Frames	Have Sulce Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diamr.
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board.)
Stringers		" " at other places	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shelves	Chain Locker
Have the Tanks been examined internally?		Salting	Hawser & Warps
Have the Tanks been tested?		State if examined.	Standing and Running Rigging
			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 eligible in our opinion to be continued as now classed in the Register Book without fresh record and with notation of "Fitted for oil fuel 1/52 F.P. above 150°F. subject to conditions at present attached to vessels class being dealt with as previously recommended.

Survey Fee (per Section 29)	OF CONV. 30,000 less 15%	76,500	Fees applied for,
ALTERATIONS 15,000 less 15%		12,750	31. 1. 1952
Special Damage or Repair Fee (if any)			
(per Sec. 29) SUNDAY (1) & LATE (1)		10 500	Received by me,
Travelling Expenses (if chargeable)	OFF EXP 2 235		10
	CAR FUND 2 235		
Second Surveyor's Fee (if any)	Per. Tax 3%	3 126	

Committee's Minute

Character Assigned

DUAL CLASS
L.R. & F.I.

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

014574-014581-0322

YES
Now
has a Survey also been held on the Machinery of the Ship?
If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

