

REPORT of SURVEY for REPAIRS, &c.

17368

Rev. 20/11/76

No. in Reg. Book. **No. 229** Survey held at **Genoa** Date, first Survey **29.9.76** Last Survey **14.10.76**

328 on the **S.S. "L'Italia"** ex "**Italo Platenese**" Master **F. Merlani**

TONNAGE under Tonnage Deck **1110**
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **1695**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. **1155**
 Built at **London** When built **1870**
 Owners **R. Paggi e figli** Port belonging to **Genoa**
 Residence **Via San Lorenzo, n° 8, Genoa**
 By whom built **Dudgeon** Destined Voyage **Milervideo**
 If Surveyed Afloat or in Dry Dock **In Dry Dock Afloat**
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.**
 Last Survey, No. **213** Port **Genoa** Iron **S.S. Gen 1.74** 10.74
 Classed *** A 1.**

REPAIRS, OR EXAMINATION AS PER RULE **Repairs &c.**

The vessel has been placed in dry dock, on blocks of sufficient height, all the closed ceiling in the hold removed, the cement tested and found adhering satisfactory to the bottom, the floors, frames, stringers, keelsons &c beaten, chipped, cleaned & painted; in the coal bunkers the ceiling has been removed and the frames, stringers, floors &c cleaned and painted. Under the Boilers & Engines, the bearers, floors stringers &c have been cleaned & painted as far as possible without removing the engines & Boilers. In fact all oxidation has been removed, by being cut or beaten, off from the whole of the frames, stringers &c.

Present Condition of the

Decks good	Timber nails good	Windlass and Capstan good
Waterways good	Breasthooks and Stemson good	Pumps good
Comings good	Transoms, Pointers, and Crutches good	Boats good
Upper Deck Beams & Fastenings good	Timbers of the Frame at the openings good	Masts, Yards, &c. good
Lower Deck Beams & Fastenings good	Ditto Ditto at other places good	Condition, how ascertained househauling
Plank sheers good	Keelsons good	Sails good & sufficient
Sheerstrakes good	Clamps and Shelves good	Anchors No. of 3 B. 1 S & 2 K
Topsides good	Ceiling good	Cables good
Wales good	Rudder good	Hawsers and Warps good & sufficient
Plank (Bottom) and Counter good	Copper good When put on 1870	Standing & Running Rigging good
Engine Room Skylights good	Caulking of good	Cargo and Main Hatchways good
Coal Bunker, Openings, Lids, &c. good	Bottom, Deck, & Waterways good	Hatches good
Scuppers good		

General Observations, Opinion as to Class, &c.

We are of an opinion that this vessel is now in a good condition and we recommend that she is worthy to retain her class viz: *** A 1.**

The Amount of Entry Fee ... £ **1 : 0 : 0** received by me, **Nov 1876**
 Special ... £ **9 : 0 : 0**
 Certificate (if required) ... £ **5 : 0**

(Travelling Expenses, if any, £ **10/-**)
 Committee's Minute **21st November 1876**

Character assigned *** A 1.**

Surveyors to Lloyd's Register of British and Foreign Shipping.

Geo Schiapping
J. D. Dobb

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IRON 469-0180

hooks, floor plates, keelsons, engine & boiler bearers, ends of beams, watertight bulkheads, rivets and inner surface of the plating above cement, and also from the outside plating, keel, stem, stern post & rudder.

The deck where bad has been changed and recaulked all fore & aft.

The spars, rigging, sails, hawsers, warps and boats have been overhauled and replaced and repaired where found necessary.

The cables were roused, cleaned and examined.

The windlass is Harfield's

patent.

It will be seen that, although not required, the N^o 3 Survey has been carried out.

Geo. Skiffing & J. Dodd 3 Surveyors