

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *29th Augth 1896* When handed in at Local Office *29th Augth 1896* Port of *Newport, Mon*
 No. in Survey held at *Newport, Mon* Date, First Survey *July 27th 1896* Last Survey *Augth 17th 1896*
 Reg. Book. *292* on the Wood, Iron or Steel *S.S. Italia* Master *Kutner*

TONNAGE:-
 GROSS *405* Built at *Greenock* By whom *Scott & Co.* When *1869* MONTH *7*
 UNDER DK. *368* Owners *J. M. Lennard & Sons (Ld.)* Port belonging to *Middlesbro*
 NET *231* Owners' Address
 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat *in Dry Dock?* Name of Dock *Union D. Dock* Destined Voyage *Coasting*

WB=Cell DBorDBa tons; uE&B tons; f tons; }
 FPT tons; APT tons; MT tons. }

N.B.—All alterations in the existing records should be underlined.
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *1673* Port *Mdb*

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs and 2nd L.S. No. 3.*

Damage stated to have been sustained through much encountering heavy weather, through fouling subkeel wreckage and through grounding.

Damage repairs. Mouldings on stern and quarter renewed; wash port door on starboard side aft renewed, Mizzen trysail and staysail renewed five port glasses in cabin renewed; side deck planks renewed, one length of bulwark rail on port side aft renewed, light screen renewed and stanchions repaired; six port glasses renewed in forecabin; beam board on stern renewed; rails and stanchions repaired. one length of main rail renewed on port side forward, main deck bulkhead; Wheel chains overhauled and made good, In fore hold side damaged and wasted reverse frames on port side and fire the starboard side repaired with double reverse bars; two lengths

Summary of Damage Repairs:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	✓	✓	11	✓	✓	✓	✓	<i>undry deck damage</i>
Faired or Repaired ...	✓	✓	11	✓	✓	✓	✓	

Present Condition of the	Timber of Frame at the openings	Rudder	Hatches
<i>As reported</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Keelsons	ditto at other places	Windlass & Capstan	Boats
Stringers, Clamps & Stuffs		Pumps	Masts, Yards, &c.
Salting		Sluice Valves	Condition, how ascertained
(State if examined.)		Watertight Doors	(State if wedges removed)
Ceiling		Dblng. Plates under Sounding Pipes	Sails
Cement or Asphalt		Engine Room Skylights	Equipment letter
(State which.)		Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Tanks		Scuppers	Cables (State if now ranged)
(State if now tested.)		Cargo & Main H'tch'wys	length
Caulking of Bot'm, D'k, & Wat'rwys			Rule length
Copper, or Y.M.			Hawsers & Warps
(State if on felt.)			Standing & Running Rigging
When put on, Month Year			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

As far as seen this vessel is in good condition, and eligible in my opinion to remain as classed with the notification
Sept. 8th 3-8, 96 recorded when the above has been completed.

(if chargeable) per Scale II., Sec. 27 £
 (per section 28) £ *6 9/2 0*
 Damage or Repair Fee (if any) £ *5 8 0*
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 Fees applied for, *29/8 1896*
 Received by me, *W. J. Ashton*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *Deferred for completion*
 Character assigned *no 3*
2 MC 8, 96 of no. 31
Amoxire
 TUES 23 FEB 1897
 Lloyd's Register Foundation
 NPT881-0069 1/2

MON 31 AUG 1896

Port of *Newport, Nova* Continuation of Report No. 11150 dated 29th Augth on the

Iron S.S. Italia

Lengths of bilge keelson starboard renewed, tank suction pipe repaired. (Note: A dup tank has at some time been fitted in this vessel at the fore part of fore hold, with a capacity of about 45 tons). Ceiling in way of keelsons, lifted and replaced.

Bottom and rudder examined, cleaned and painted. a few rivets in way of engine room bulkhead renewed. Rudder found badly twisted and pintles worn, a new rudder has now been fitted as per certificate attached.

S.S. & S:- All holds, peaks, bunkers and machinery space examined, clipped and painted; bunker casing on each side renewed, all close and loose ceiling in holds, bunkers and lazarette lifted, cement in way of same examined and ceiling relaid with part new. Tank examined internally, but no opportunity was afforded for testing same under water pressure.

Decks drilled in various places, same found thin on port side aft viz 2¹/₄. Two deck planks renewed on starboard side forward and deck sheathed in way of fore mast. Lining in way of side light in cabins and forecabin removed, plating in way of same drilled and same found satisfactory, one upper forecabin plate on starboard side found much wasted, a new plate has now been fitted. Masts, spars, chain cables, sluices, watertight doors and pumps examined, all mast wedges renewed, and those for main mast renewed.

The plating of this vessel has been drilled in three vertical lines on each side for particulars of which please see rough sketch attached.

In order to complete this survey it will be necessary for the dup tank to be tested under water pressure and the after deck planking renewed where worn.

H. J. Ashton.

