

# REPORT of SURVEY for REPAIRS, &c.

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

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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Aboard	Months	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ A1</i>	<i>1.96</i>		<i>2 m.b. 11.93</i>
<i>S.S. STR. No 3-4.84</i>			<i>2 m.b. 6.95</i>
<i>S.S. Mdb. No 2.92</i>			<i>+ N.B. 84</i>
Society's Freeboard (if assigned) as painted on Ship and now verified			<i>2 ft. 1 ins.</i>

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs and 2<sup>d</sup> L.S. 903.*  
*Damage stated to have been sustained through mist encountering heavy weather, through fouling sub-kew wreckage and through grounding.*  
*Damage repairs. Mouldings on stern and quarter renewed; wash port door on starboard side aft renewed, Mizzen try-sail and staysail renewed. Six port glasses in cabin renewed; six deck planks renewed. One length of bulwark rail on port side aft renewed, light screw renewed and stanchions repaired; six port glasses renewed in fore-cabin. One 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 six damaged and wasted reverse frames on port side and five on the starboard side repaired with double reverse bars; two lengths*

MARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	✓	✓		✓	✓	✓	✓	<i>lumpy deck damage</i>
Faired or Repaired ...	✓	✓		✓	✓	✓	✓	

  

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>
<i>Keelsons</i>			
<i>Stringers, Clamps &amp; Shelves</i>			
<i>Salting (State if examined.)</i>			
<i>Ceiling</i>			
<i>Cement or Asphalt (State which.)</i>			
<i>Tanks (State if now tested.)</i>	<i>no</i>		
<i>Caulking of Bot'm, D'k, &amp; Wat'r'w'ys</i>			
<i>Copper, or Y.M. (State if on Felt.)</i>	<i>Paint</i>		
<i>When put on, Month Year</i>	<i>Nov 1896</i>		

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 'Spt. 2<sup>d</sup> 3-8, 96 recorded when the above has been completed.*

(if chargeable) per Scale II, Sec. 27 ..... £  
 Fee (per section 28) ..... £ *6 9/2 0* Fees applied for, *29/8 1896*  
 Damage or Repair Fee (if any) ..... £ *5 8 0* Received by me, *6/11 1896*  
 Travelling Expenses (if chargeable) ..... £  
 Second Surveyor's Fee (if any) ..... £

Committee's Minute *Deferred for complete*  
 Character assigned *no 3*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 TUES 23 FEB 1897  
 Lloyd's Register Foundation  
 NPT881-0069 1/2

Iron S.S. Italia

Lengths of bidge 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 ceiling on each side renewed, all close and loose ceiling in holds, bunkers and lazarette lifted, cement in way of same examined and ceiling re laid 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  $2\frac{1}{4}$ . Two deck planks renewed on starboard side forward and deck sheathes 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 washed, a new plate has now been fitted. Masts, spars chain cables, stoves, 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.