

amend class x 100 B para
NOTED FOR POSTING

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29.9.31 When handed in at Local Office 29/9/31 Port of TRIESTE
No. in Reg. Book 13503 Survey held at Monfalcone Date, First Survey July 6 Last Survey Sep 12 1931
No. of Visits 15

TONNAGE: - Built at Belfast By whom Harland & Wolff Ltd. When 1917 12
GROSS 5169 Owners La. Veneziana di Nav. a Vap Owners' Address
UNDER DECK 4853 Managers Port belonging to Venice
No. 3126

Keel Afloat or in Dry Dock? Both Name of Dock Monfalcone Destined Voyage Calcutta
Height of Deck above Water level in feet; u.E.&B. feet; f. feet
Capacity tons. FPT tons; APT tons; MT tons.

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

Report, No. 11772 Port Gen

CHARACTER.	Years since last survey	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey		
Date of last Survey and of Periodical Surveys.		
+100 A1		+LMC 8.26
7.29		BS 5.30
88 Ven N°2-27		TS 5.30 CL
		DUAL CLASS

When the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has made 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 6 ft 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N°3 & Alteration
Done. S.S. N°3. Vessel placed in dry dock. Bottom & rudder cleaned, examined & coated. Holds, tween decks, peaks, bunkers, engine & boiler spaces, chain locker & other spaces cleaned, cleaned, examined, sealed & recoated where necessary. It was considered necessary to drill the shell plating at this time. Deck ceiling removed & old & bunkers & afterways replaced. Spar ceiling removed & replaced with part new. Double bottom & peak tanks cleaned, examined internally, sealed & recoated where necessary, tested as per Rule requirements & found & made tight. Port Cement in tween decks, hatchways, hatches, tarpaulins & battening arrangements, masts, rigging (drawn), rigging, windlars, steering gear & its connections, pumps, W.T. doors
CONTINUED.

OF DAMAGE REPAIRS: -	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items: -
examined	/	/	/	/	/	/	/	/
removed and Fair'd or Repaired	/	/	/	/	/	/	/	/
repaired or Repaired in place	/	/	/	/	/	/	/	/
CONDITION OF THE								
Decks	good	State if Tanks have been examined inside	Yes	Dblng. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels (State if on Felt)	When put on, Month	Year
Fastenings	"	State if Tanks now tested	"	Engine Room Skylights	"	Boats	good	
Rigging	"	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"	
Masts	"	Ceiling	"	Scuppers	"	Condition, how ascertained	"	
Yards	"	Cement or other material (State which)	"	Cargo Hatchways	"	(State if wedges removed)	yes	
Booms	"	Rudder	"	Hatches	"	Sails	yes	
Spars	"	Steering gear and its connections	"	Planking of Wood Vessels	"	Equipment letter	Y	
Decks	"	Windlass	"	Caulking	ditto	Anchors, No. of	38 15	YK
Peaks	"	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Cables (State if now ranged)	255	2 1/2 - 1 1/2
Trunks	"	Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stems	ditto	" length (on board)	270	2 3/16
Stowage	"	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	ditto	" Rule length	270	2 3/16
Trunks	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	Hawser & Warps	good	
Trunks	"			Ditto ditto at other places	ditto	Standing and Running Rigging	"	
Trunks	"			Stringers, Clamps & Shelves	ditto			
Trunks	"			Splicing (State if examined.)	ditto			

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in our opinion to remain as classed with fresh record of Survey 9.31 & notation S.S. Tri N°3-31 "Adapted for Oil Fuel (9.31) FP above 150° F. subject to 15 fathoms of cable being placed on board.

Survey Fee (per Section 20) 2046-
Special Damage or Repair Fee (if any) 1000-
Travelling Expenses (if chargeable) 720-
Surveyor's Fee (if any) 40-
Committee's Minute 290-
Fees applied for 3/10/31
Received by me 3.12.31
A. Hunter Surveyor to Lloyd's Register of Shipping

Character Assigned 100A1 subject
Note W.E. converted S.S. N°3-9.31
Adapted for oil fuel F.P. above 150° F (9.31)
FRI. 27 MAY 1932
FRI. 16 SEP 1932
TUE 1 NOV 1932
Lloyd's Register Foundation
FRI. 14 JUL 1933
N1041-0115/2

The Surveyors are requested not to write on or below the space for Committee's Minute

Is Certificate required? If so, to be sent to

Trieste

Continuation of Report No. 9331 dated 30/9/31 on the

TINUED

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S.S. "ALBERTO TREVES"

№3 (cont) boats, general equipment, ventilators & their coamings, anchors, cables (ranged), plating in way of sidelights, air sounding pipes examined & found or placed in good condition. Deckboard markings verified.

Wot. Shell. (See also SRL) P. plate D5 faired in place

S. plates B5, D5+6, E5, faired in place

Ridge keels. (See also SRL) Whole of Port side renewed & whole of Starboard side less 60 feet, renewed.

Some shell rivets at after end renewed.

Fore Room. Two tank top plates part doubled.

Fore deck tankers S. 1 saddle back plate & stiffener in way renewed.

foundation bar in way renewed.

Fore Peak Tank. 1 bulkhead stiffener part renewed.

Fore wing top. P. 1 Engine room ventilator coaming renewed.

Notes: One length found missing on P side. It was stated that this would be placed on board at Port Said in course of present voyage together with Leghorn certificate N° 773, dated 28th July 1931. It remains therefore to be ascertained at the first convenient opportunity that this has been done. Some minor repairs effected. Repairs coated on completion & tested where necessary.

Bottom plating: S. plates B5, D5+6, E5 faired in place

P. plate D5 faired in place

Ridge keels. Whole of P side renewed & whole of S side less 60 feet renewed

Fore Peak Tank. Alterations now completed, tank tested & found tight.

Conversion to Oil Fuel burning. The double bottom tanks of this vessel have now been adapted for the carriage of Oil Fuel. An oil tight floor has been fitted on frame 117, thus dividing the original №2 tank into two tanks. Cofferdams have been arranged between frames 74 & 76, 89 & 82, 174 & 175, thus isolating fresh water tanks from Oil fuel tanks.

Two settling tanks of about 24½ tons (salt water) capacity each have been fitted in the stokehold (1P.15)

The material & workmanship are good, section 20 of the Rules has been complied with & on completion, all tanks have been tested to Rule requirements.

The total capacity of the d.-b. tanks is now 1014 tons instead of 1123 tons

Alterations in the Register Book.

Notation: - Adapted for Oil Fuel 9.31. FP above 150°F

Coll. DB. a 126ft. u E. 29' f. 184ft.

Rigg's report enclosed.

DUAL CLASS

L.R. & R.I.



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Foundation