

22 JUL 1935

Rpt. 8.

(Received at London Office)

No. 3537

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th July 1935

When handed in at Local Office 19...

Port of Naples

No. in Reg. Book.

Survey held at

Naples

Date, First Survey

8th May 1935

Last Survey 28th May 1935

(No. of Visits)

on the Wood, Iron or Steel

Motor Oil Tanker "Bonzo"

TONNAGE:-

Built at

Monfalcone

By whom

Contratti riuniti dell'Industria

When

1931

GROSS

8177

Owners

A. Lanchi

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK

1648

Managers

Port belonging to

Trieste

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Destined Voyage

WB=CellDBorDBa

feet;

uE&B

feet;

f

feet

total capacity

tons.

FPT

tons;

APT

tons;

MT

feet

tons.

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

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 Report, No.

10534

Port

Trieste

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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

Yes, not required.

Society's Freeboard (if assigned) as

Painted on Ship and now verified

OIL ENGINE.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Completion of first classification survey & damage repairs

Now done. The after cofferdam, oil fuel bunkers and double bottom tanks under the motor and the motor seatings have all been examined and found in good condition and afterwards these compartments, also the after peak tank, tested to rule pressure head & found tight. (See accompanying First Entry Report).

In accordance with the instructions in Secretary's letter "S" of the 10th. April 1935, I have examined the parts of the vessel already examined as per Trieste First Entry Report No. 10534 dated 20th. August 1934 and have found them in good condition as follows:-

Vessel placed in dry dock, bottom and rudder cleaned, examined, repaired as per undereventioned damage, and recast.

All main oil tanks, summer tanks, forward cofferdam, forward deep tank, double bottom tanks

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	Two Bottom Long			Transverse Deck Long				Four plates on side Bulkhead (P.T.O.)
Removed and Faired or Repaired	One			Five	One	Seven		5 No. 5 summer tank, starboard side, now released & faired in place. Bilge Keel repaired
Faired or Repaired in place	Seven	Two		Four	Three	Two	One	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Good	Good	(State if on Felt).
Caulking of Decks	do	do	When put on, Month
Coamings	do	do	Boats
Beams & Fastenings	do	do	Masts, Yards, &c.
Outside Plating	Good	do	Condition, how ascertained
Breasthooks	do	do	(State if wedges removed)
Transoms	Good	do	Sails
Frames	Good	do	Equipment letter
Reverse Frames	do	do	Anchors, No. of
Longitudinals	Good	do	Cables (State if now ranged)
Transverses	do	do	length
Floors	do	do	Rule length
Keelsons	do	do	Hawser & Warps
Stringers	Good	do	Standing and Running Rigging
Inner Bottom Plating	do	do	
	State if Tanks now tested	Engine Room Skylights	
	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	
	Ceiling	Scuppers	
	Cement or Asphalt (State which.)	Cargo Hatchways	
	Rudder	Hatches	
	Steering gear and its connections	Planking of Wood Vessels	
	Windlass	Caulking	
	Have Pumps now been examined and found efficient?	Treenails	
	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	
	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	
	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	
		Ditto Ditto at other places	
		Stringers, Clamps & Shelves	
		Salting (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:-

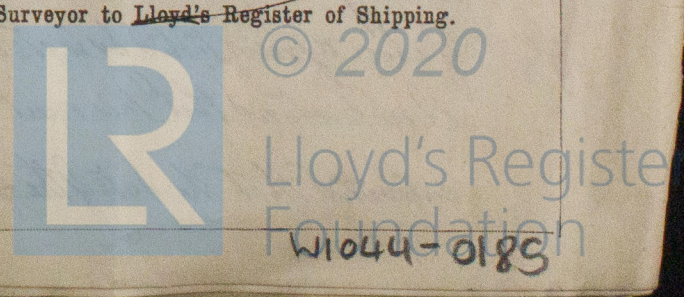
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain 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, to my opinion, shipable to be classed 100 Ft. "Carrying Petroleum in bulk" with special notation "Longitudinal framing at bottom and at deck," with record of survey 5.35 and notation of:- S. S. Nap. No. 3-5, 35, subject to the rudder being verified at the next dry docking. Interim certificate now issued, copy herewith.

Survey Fee (per Section 20)	£ 3330	Fees applied for,	20.7.1935
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me,	26/7/35
Travelling Expenses (if chargeable)	£ 254		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRI. 2 AUG 1935 TUE. 4 FEB 1936 WED. 15 APR 1936

Character Assigned See minute on Nap. DE Rpt. 3529



Damage repairs now effected: The following damage repairs have now been effected:-

Now done. Port Side. Two bottom plates on F. Strake removed; one bottom plate on B. Strake removed, faired & replaced; one bottom plate on B. Strake and after bulk of six bottom plates on B. Strake, released & faired in place. Two bottom longitudinal in way of bottom plates of 3 & 4, one transverse in way of main oil tank No. 1 and three transverses in way of main oil tank No. 2, released & faired in place. Bridge keel, port & starboard part removed, faired & replaced. All above compartments in way of repairs tested by water pressure.

Now done. Starboard side:- One stringer plate removed, fixed & replaced; two stringer plates released

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

and fixed in place; five deck plates removed, joined & replaced; one deck plate released & joined in place;
five deck longitudinal & four Transverses removed, straightened & replaced. All the above mentioned
parts are in way of the upper deck.

I understand that this vessel has now been purchased by Mr. A. Zanchi of Genoa who has submitted that the date of the special survey might be the present time. (See Secretary's letter "D." 10/4/55)

submitted that the date of the special survey might be the present time. (See Secretary's letter "U." 10/4/55)