

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 1177 Survey held at Naples Date, First Survey 8th May 1935 Last Survey 28th May 1935
 on the Wood, Iron or Steel Motor Oil Tanker "Bonzo" (No. of Visits 13)

TONNAGE - Built at Monfalcone By whom Carabinieri When 1931
 GROSS 8177 Owners A. Lanchi Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DEK 7648 Managers r Port belonging to Trieste
 NET 4817

Surveyed Afloat or in Dry Dock? Both Name of Dock Basin scab napulitano Destined Voyage Constanta
 WB=CellDBorDBa r feet; uE&B r feet; f r feet
 total capacity r tons; FPT r tons; APT r tons; MT r feet r 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 Report, No. 10534 Port Trieste

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Age now expired.	Machinery and Bolts Surveys (Including date of N.B., if any).

(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 r ft. r ins.

Was a damage report made by anyone else? If so, by whom? By the Underwriters' Surveyors.

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 undermentioned damage, and recased.

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	<u>Two</u>	<u>Bottom Long</u>	<u>r</u>	<u>Transverse Deck Long</u>	<u>r</u>	<u>r</u>	<u>r</u>	<u>Four plates on side Bulkhead (P.T.O.)</u>
Removed and Faired or Repaired	<u>One</u>	<u>r</u>	<u>r</u>	<u>r</u>	<u>Five</u>	<u>One</u>	<u>Seven</u>	<u>5 No. 5 summer tank starboard side now released & faired in place - Bilge Keel repaired</u>
Faired or Repaired in place	<u>Seven</u>	<u>Two</u>	<u>r</u>	<u>Four</u>	<u>Three</u>	<u>Two</u>	<u>One</u>	

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	<u>Good</u>	Yes	<u>Yes</u>	Good	<u>Good</u>	(State if on Felt).	<u>r</u>
Caulking of Decks	<u>do</u>	Yes	<u>Yes</u>	do	do	When put on, Month	<u>r</u> Year <u>r</u>
Coamings	<u>do</u>	Good	<u>Good</u>	do	do	Boats	<u>Good</u>
Beams & Fastenings	<u>r</u>	do	<u>r</u>	do	do	Masts, Yards, &c.	<u>do</u>
Outside Plating	<u>Good</u>	Cement or Asphalt	<u>r</u>	Cargo Hatchways	<u>do</u>	Condition, how ascertained	<u>By examination</u>
Breasthooks	<u>r</u>	(State which.)	<u>Good</u>	Hatches	<u>do</u>	(State if wedges removed)	<u>No</u>
Transoms	<u>Good</u>	Rudder	<u>do</u>	Planking of Wood Vessels	<u>r</u>	Sails	<u>r</u>
Frames	<u>Good</u>	Steering gear and its connections	<u>do</u>	Caulking	<u>r</u>	Equipment letter	<u>r</u>
Reverse Frames	<u>r</u>	Windlass	<u>do</u>	Treenails	<u>r</u>	Anchors, No. of	<u>3 D. 1 1/2"</u>
Longitudinals	<u>Good</u>	Have Pumps now been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson	<u>do</u>	Cables (State if now ranged)	<u>Yes</u>
Transverses	<u>do</u>	Have Sluice Valves now been examined and found efficient?	<u>r</u>	Timbers of Frame at openings	<u>do</u>	" length	<u>285 feet size 2 1/2"</u>
Floors	<u>r</u>	Have Watertight Doors now been examined and found efficient?	<u>r</u>	Ditto Ditto at other places	<u>do</u>	" Rule length	<u>r</u> size
Keelsons	<u>r</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Stringers, Clamps & Shelves	<u>do</u>	Hawser & Warps	<u>Sufficient</u>
Stringers	<u>Good</u>			Salting	<u>do</u>	Standing and Running Rigging	<u>Sufficient</u>
Inner Bottom Plating	<u>do</u>			(State if examined.)			

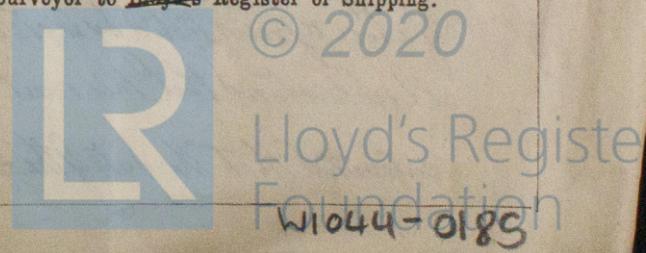
General Observations, Opinion as to Class, Recommendation, &c. :-

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 10077, "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)	Special Damage or Repair Fee (if any) (per Sec. 20)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for	Received by me
<u>Lit 3330</u>	<u>£</u>	<u>Lit 254</u>	<u>£</u>	<u>20.7.19.35</u>	<u>26/7/35</u>

Committee's Minute FRI. 2 AUG 1935 TUE. 4 FEB 1936
 Character Assigned See minute on WED. 15 APR 1936
Nap. DE Rpt. 3529



If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to General Office

and fore & after peak tanks, examined, repaired as under mentioned and tested to Rule pressure & found tight. Fore & after peak spaces under fore-castle, under bridge & under poop, cleared & examined. Pump rooms forward & amidships, machinery space and under motor & chain locker cleared & examined. Chain cables ranged at bottom of deck & examined. The weather decks, windows, steering arrangements, all tight hatchways and coamings, ventilation and coamings, casing, deck erections, cargo hatchway forward & hold spaces examined. Masts, boats, rigging & equipment generally examined.

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

1) For grounding on the Houston channel on the 22/6/35 during a voyage from Houston to Dunkerque:-

Now done. Port Side - Two bottom plates on A strake renewed; one bottom plate on B strake removed, fitted & replaced; one bottom plate on B strake and after bulk of six bottom plates on B strake, released & fitted in place. Two bottom longitudinals 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 & fitted in place. Bridge keel port & starboard part renewed, fitted & replaced. All above compartments in way of repairs tested by water pressure.

2) For explosion alleged to have taken place, in summer tank No. 5, starboard side, on the 4/3/35 during a voyage from Teneriffe to Constantinople in unloaded condition:-

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

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

and fitted in place; five deck plates removed, fitted & replaced; one deck plate released & fitted in place; five deck longitudinals & four transverses removed, straightened & replaced. All the above mentioned parts are in way of the upper deck.

2nd deck. Two deck plates removed, fitted & replaced, three deck longitudinals released & fitted in place; two deck longitudinals removed, fitted & replaced; four plates on side bulkhead of summer tank No. 5 released & fitted in place; two stiffeners & four brackets on side legs bulkhead removed, fitted & replaced. All main & summer tanks in way of above repairs tested by water pressure & found tight.

I understand that this vessel has now been purchased by Mr. A. Zanich of Genoa who has submitted that the date of the special survey might be the present time. (See Secretary's letter "D" 10/4/35)

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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