

# REPORT OF SURVEY FOR REPAIRS, &c.

DECLASSIFIED

Date of writing Report 26/3/40. When handed in at Local Office 26/3/40. Port of GENOA.

No. in Survey held at GENOA. Date, First Survey 5/3/40. Last Survey 20/3/40.  
Reg. Book. 3691 (No. of Visits Seven.)

on the Wood, Iron or Steel Twin Sc. "VIRGILIO"

TONNAGE:— Built at Baia. By whom Cant.ed Off. Meridionali When 1928 MONTH 4

GROSS 11718 Owners "ITALIA" Owners' Address -  
UNDER DK. 9464 Managers - Port belonging to Genoa

NET 6750

Surveyed Afloat or in Dry Dock? Both Name of Dock Grazie D. Dock & Afloat Gen. Harbour. Destined Voyage --

ell.D Bor.D Ba feet; u.E&B feet; f feet  
otal capacity tons. FPT tons; APT tons; MT feet tons.

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

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 16006. Port GEN.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR ADVANCEMENT OF SPECIAL SURVEY N°3- (See Gen.Rpt N°15708 & 16006)

NOW DONE: vessel placed in dry dock, the bottom and rudder cleaned and examined. All holds and tween decks cleared and steelwork examined. Ceiling lifted as necessary. Erection spaces examined. Fore and after peak tanks, deep tank aft and Nos.1,2,3,10,11 and 12 double bottom tanks tested to Rule requirements. Deep tank aft and Nos.10 & 11 d.b. tanks examined internally. Air and sounding pipes examined. Starboard chain cable ranged and together with starboard chain locker examined. Anchors and general equipment examined (except stream chain and anchor) It was not considered necessary to drill the shell plating at this time.

REPAIRS: One length of cable on starboard side was stated to have had a number of flawed links and had been previously disconnected and removed. It was also stated that the second bower anchor and one length of cable had been lost at Antofagasta on the 7th July 1939. The two lengths

SUMMARY OF DAMAGE REPAIRS:	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	De. Plates	Other Items:	P.E.O.
Renewed									
Removed and Fair or Repaired									
Faired or Repaired in place									

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>EFFICIENT</u>		<u>GOOD</u>		<u>GOOD</u>		(State if on Fell.)
Caulking of Decks		Ceiling		Ceiling		When fitted, Month	Year
Coamings		Cement or Asphalt		Ceiling		Boats	
Beams & Fastenings	<u>PART EXAM. GOOD</u>	Rudder	<u>GOOD</u>	Oil Bunkers		Masts, Yards, &c.	<u>GOOD</u>
Outside Plating		Steering gear and its connections		Scuppers		Condition, how ascertained	<u>FROM DECK</u>
" " in way of sidelights		Windlass		Cargo Hatchways	<u>GOOD</u>	(State if wedges removed)	
Frames	<u>PART EXAM. GOOD</u>	Have pumps been examined and found efficient?	<u>NO</u>	Hatches		Equipment letter	<u>3B. 15.</u>
Reverse Frames		Have Sluice Valves been examined and found efficient?		Planking		Anchors, No. of	
Longitudinals		Have Watertight Doors been examined and found efficient?	<u>NO</u>	Caulking		Cables (State if now ranged)	<u>S.S. ONLY</u>
Transverses		Have Ventilators and their Coamings been examined and found efficient?	<u>YES</u>	Treenails		" length	<u>150 FMS, mean diam. 6.4</u>
Floors	<u>PART EXAM. GOOD</u>	Air and Sounding Pipes	<u>GOOD</u>	Breasthooks & Stems		" (on board)	<u>300 FMS, size 6 1/2</u>
Keelsons		Doubling Plates under Sounding Pipes	<u>PART. GOOD</u>	Transoms, Pointers & Crutches		Chain Locker	<u>STARBOARD SIDE GOOD</u>
Stringers				Timbers of Frame at openings		Hawsers & Warps	
Inner Bottom Plating	<u>PART EXAM. GOOD</u>			" " at other places		Standing and Running Rigging	
Have the Tanks been examined internally?	<u>SEE RPT.</u>			Stringers, Clamps & Shelves		Sails	
Have the Tanks been tested?	<u>SEE RPT.</u>			Salting			

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

This vessel is eligible, in my opinion, to remain as classed with fresh record of survey 3-40. The notation of S.S.Gen.N°3 with date to be assigned when the survey is completed. (No Interim Certificate issued)

Survey Fee (per Section 28) Adv. SS. N°3 Lit. 900.-  
Special Damage or Repair Fee (if any) 85.-  
Travelling Expenses (if chargeable) 19.-  
Second Surveyor's Fee (if any) -

Committee's Minute note 3  
Character Assigned 1000A With flr  
FRI. 12 JUN 1942  
Lloyd's Register Foundation

10m. 10.38.—Transfer Ink. (MADE IN ENGLAND)  
71. Surveyors are requested not to write on or below the space for Committee's Minute

To Certificate required if so, to be sent to

of cable and a second Bower Anchor of proper weight and test have been placed on board. The markings have been verified with the certificates. For particulars please see back of Report 8.

Bottom and rudder recoated and a few minor wear and tear repairs effected.

TO COMPLETE THE SURVEY the following remains to be done:-

Nos. 2, 3, 4, 5, 6, 7, 8 D.B. tanks, cofferdams and <sup>fore</sup> peak tank to examine internally.

Nos. 4, 5, 6, 7, 8 and 9 D.B. tanks to test. All oil fuel bunkers to examine internally and test.

Weather decks, casings, ventilator coamings, hatchways, hatches, supports and battening arrangements, peak and machinery spaces, hand pump, W.T. doors, windlass, steering gear, boats, general equipment, masts and rigging, plating in way of sidelights and under galley, stream cable, anchor and chain locker to examine. Freeboard to verify.

Generally examined decks, casings, coamings, hatchways, windlass, steering gear (direct coupled) and same satisfactory.

*SBL*

