

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21. 8. 1925 When handed in at Local Office 21. 8. 1925 Port of Trieste  
No. in Reg. Book. 30819 Survey held at Sanfaleone Date, First Survey Sept 1, 1924 Last Survey Aug 15 1925  
on the Wood, Iron or Steel Q. Se "PROMONTORE" (No. of Visits)

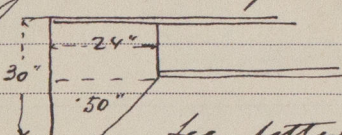
TONNAGE:— Built at Hakodate By whom Hakodate Dock Co. When 1917 YEAR. MONTH.  
GROSS 998 Owners Nav. Carlo Montemurlo & Co. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DEK. 887 Managers Port belonging to Trieste  
NET 580

Surveyed Afloat or in Dry Dock? Afloat Name of Dock ✓ Destined Voyage Liaity  
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. Port  
(Periodical Surveys, when held, must be reported in detail and serialim 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  
Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of WOS for classification.  
Survey held afloat. Fore peak tank & tank under engines tested.  
Freeboard marked on vessel's sides and verified. Verification form  
endorsed. As there are large brackets fitted at the ends of all  
hatch shifting beams thus:  And in view of the  
vessels limited draught (see See letter 14/7/25) it is submitted  
that the hatch beams be accepted in this instance without additional  
strengthening.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

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

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.”  
It is submitted this vessel is worthy to be classed 100 A - with forward  
“For service in the Mediterranean” and fresh record of Survey 7. 24  
and notation of W.T. No. 3 - 7. 24.

Survey Fee (per Section 20) £	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 20) £	Received by me, 19
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute FRI. 25 SEP 1925  
Character Assigned No action  
DUAL CLASS  
Surveyor to Lloyd's Register of Shipping. FRI. 16 OCT 1925  
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