

REPORT of SURVEY for REPAIRS, &c.

16th January 1925 When handed in at Local Office 19-- Port of Naples
 No. in Survey held at Naples Date, First Survey 12th September 24 Last Survey 16th January 1925
 Book. 74481 on the Wood, Iron or Steel S. S. Koefia (No. of Visits) Master

TONNAGE:— Built at Bremenhaven By whom Rickmers A.K. Ges When 1903 MONTH.
 GROSS 3823 Owners Acille Lauro Port belonging to Naples
 ORDER DE. 3529 Owners' Address Managers
 NET 2396 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Bacini Napoletani Destined Voyage Karachy

VB=CellDBorDBa feet; uE&B feet; f feet;
 Total capacity tons. FPT tons; APT tons; MT tons.

S.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 tanks 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.

st Report, No. Port

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the assessment of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case. See Entry Rep.

Image cases where the Surveyor has not made a special damage report he required to state whether he
 offered his services for this purpose and to whom and why they were declined

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.

Class contemplated.

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 8 1/2 ins.

Was a damage report made by anyone else? If so, by whom?
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 for classification and repairs near and

3. No. 3 The vessel plaid in dry dock, the outside plating, stem, stemframe andudder cleaned and
 raped, examined, repaired, and in good condition.

The holds with the truen doors, peaks, chain locker, bunkers, engine and boiler spaces, cleaned, the
 plating removed from tank top and bilges and the framing, plating, girders, pillars, beams and
 in connections, stringers, bulkheads, tunnel, weather decks, hatchways and casings found from mast,
 examined, repaired as necessary, coated, in good condition. The double bottom tanks, the fore and
 the peak tanks examined inside after cleaning and sealing, all necessary repairs carried out,
 perfectly renewed as required and coated in order. All air and sounding pipes and drinking
 water examined and found as put in a sound and efficient condition. The double bottom coated

ART OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Removed								P.T.O.
Removed and Faired or Repaired								
Faired or Repaired in place								

AT CONDITION OF THE	good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels
of Decks	yes	State if Tanks now tested	yes	Engine Room Skylights	yes	(State if on Feet.)
yes	yes	Bulkheads	yes	Coal Bunkers, Open'gs, Lids, &c.	yes	When put on, Month Year
yes	yes	Ceiling	yes	Scuppers	yes	Boats
yes	yes	Cement or Asphalt	yes	Cargo Hatchways	yes	Masts, Yards, &c.
yes	yes	(State which.)	yes	Hatches	yes	Condition, how ascertained by examination
yes	yes	Rudder	yes	Planking of Wood Vessels	yes	(State if wedges removed)
yes	yes	Steering gear and its connections	yes	Caulking	yes	Sails
yes	yes	Windlass	yes	Treenails	yes	Equipment letter
yes	yes	Have Pumps now been examined and found effi-	yes	Breasthooks & Stemson	yes	Anchors, No. of
yes	yes	cient? <u>see report</u>	yes	Transoms, Pointers, & Crutches ditto	yes	Cables (State if now ranged)
yes	yes	Have Sluice Valves now been examined and found	yes	Timbers of Frame openings ditto	yes	length 270 fms size 1 1/8"
yes	yes	efficient?	yes	Ditto ditto at other places ditto	yes	Rule length 270 size 2
yes	yes	Have Watertight Doors now been examined and found	yes	Stringers, Clamps & Shelves ditto	yes	Hawser & Warps as per First Entry
yes	yes	efficient?	yes	Sitting (State if examined)	yes	Standing & Running Rigging
yes	yes	Have Ventilators and their Coamings been examined	yes		yes	
yes	yes	and found efficient?	yes		yes	

eral 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 his 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and PTND15, &c."

It is submitted that this vessel is worthy to be classed "10094" in the Society's Register Book with fresh
 record of survey 1,25, and notation of S.S. No. 1-25, subject to 180 fms of chain cable being tested at one of the
 recognised Proving Establishments, 90 fms of steam chain or steel wire of proper weight and test being supplied,
 hand pumps tested and ladder in holds repaired.

ss (per Section 25)	£	Fees applied for
Damage or Repair Fee (if any)	£	12
Expenses (if chargeable)	£	10
Surveyor's Fee (if any)	£	

nittee's Minute

acter Assigned

FRI. 13 FEB 1925

FRI. 6 MAR 1925

TUES. 21 APR 1925

FRI. 3 JUL 1925

TUE. 3 NOV 1925

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1215-0054 1/2

Is Certificate required? If so, to be sent to The Naples Office

S.S. "Roefia"

Repairs wear and tear: outside plating, a doubler fitted in way of 3 sidelights under forecath. - Chain locker, top plating, two plates partly renewed. - Upper deck, in way of forecath the deck plates partly doubled, and in well aft on port the aftermost stringer plate doubled. - Bulkheads, in transverse bulk between hold No. 2 and bunker on starboard one ring plate partly doubled. Bulkhead between hold No. 2 and fore bunker on port a doubler fitted in way of lowest horizontal stiffener. Bulkhead between fore bunker and after space lower part renewed. - Double bottom tanks, water-tight floor at aft end, and second floor from aft in tank No. 1 on port, and second floor on port in tank No. 2 reinforced by L bars. 2nd tank top plates of tank No. 1 and one plate of tank No. 2 partly doubled. Tank under engine two floors partly doubled on port and two interstals partly renewed on starboard. Tank under boilers, 1st tank top plates renewed, forward and aft water-tight floors, port and starboard upper part partly renewed. Port and starboard 1st floors supported and partly renewed with corresponding cross frames and interstals. Margin plate on port for 4 frame spaces and for 7 frame spaces on starboard supported and partly renewed. - Bulkheads, lower side bunker port and starboard, and plating lining plate with corresponding stiffeners renewed also a number of minor repairs carried out. - Engine room, top plate of well on port renewed. - Ventilators repaired as necessary. - One life boat repaired. - Mast rigging renewed. - Ceiling in holds partly renewed. - Wood covers of hatchways No. 1 & 2 renewed.

To complete the survey: 180 fms of chain cable to be tested at and of the recognised proving establishments. - 90 fms of stream chain or steel wire of proper weight and test to be supplied on board. Hand pumps to be repaired and tested, and ladder in holds to be repaired as necessary.

Wf.

Ballast tanks and the after peak tank tested and found tight. When used in dry dock the connection of the fore peak tank with sea has been blanked off with a plate between coase flange and connection on the ship side as the Owner is willing to have the wash plate fitted at the first favorable opportunity (see London letter 17-12-24). Masts examined with rigging removed, also aloft, deck with as recommended (see riggers report which is attached). The outside plating was drilled and thicknesses gauged, and submitted for consideration and approved as per clearing letter dated 15-12-24 (the drilling sheet is in London). The plating under the sidelights exposed, scraped, examined, repaired as necessary, painted, and. Anchors examined, marks verified with test certificates, for the stream anchor test certificate not available, marks taken from anchor (see below). General equipment examined and found as per First Entry Rep. stream chain missing, same will be supplied on board as soon as possible. Cable landed and found on board 270 fathoms with a min. mean diameter of 1.15", of these 90 fathoms of new chain cable already on board compared with the certificates and found correct, for the remaining 180 fathoms no certificates can be produced and no marks are visible. The Owner is agreeable to have the chain cable without certificates tested as soon as possible. - All painting arrangements and machinery examined, repaired, examined, in working order. Hand pumps and ladder in holds examined, found to be repaired, this will be done during the present voyage. Tunnel water-tight door examined and tested, same efficient. Skylights, scuppers, ventilators, coamings and covers, also the hatch covers good. The foreboard marked on the vessel's side as not assigned, verified and found correct.

Alterations carried out. A net frame fitted in peak hold and machinery space as per dimensions entered in F.B. Rep. - Bunkers plates fitted at every third frame throughout and large gusset plates fitted in way of the web frames. - Frames in way of bridge deck

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.		
11944	1st Bower	50	kg	2525				42	7	20	48	kg	2435	Hall's	A. Hingray & Co. Ltd.	Netherby, 15, 10, 23
15	2nd "	kg	2160					kg	42	160				Byers	Porter & Co. Ltd.	9, C. Draxoar
1196	3rd "	kg	2024					kg	26	800				Gruson	H. H. Hingray & Co. Ltd.	Rotherham, 25, 6, 22
	Collector Weight.	kg	3014									kg	3060			M. E. H. Hingray & Co. Ltd.
54368	Stream	121	5	26	2	3	18					12				Magdeburg, 28, 1, 20
	Kedge															H. L. Auge

* 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.			
24	Fathoms	51	33150	102400	1662	1508.5	270	50.5	Piled	Koninklijke Ned. Ind. Groepmedery	Leiden - 9, 10, 23,
25		51	33150	102400	1662	1508.5	270	50.5	Piled	Koninklijke Ned. Ind. Groepmedery	J. Pollema
23		51	33150	102400	1662	1508.5	270	50.5	Piled	Koninklijke Ned. Ind. Groepmedery	11, 10, 23,
		51	33150	102400	1662	1508.5	270	50.5	Piled	Koninklijke Ned. Ind. Groepmedery	11, 10, 23,

Iron Stream Chain or Steel Wire.

reinforced by reversed angles (see F.B.) and each beam additionally supported by a pillar at the center line. - Second deck, girders and pillars fitted in line with the hatch side coamings as per approved plan. - Upper deck, additionally stiffened by girders bracketed to bulkheads and arranged in line with the upper deck hatch side coamings with between No. 1 & 2 hatchways and No. 3 & 4 hatchways and at the ends of the bridge also additional pillars fitted at corners of hatchways and under girders. - Fore and after peak tanks, beams fitted to every frame. - Doubling fitted at corners of hatchways. Hatchway side coamings stiffened by horizontal bulk angles and additionally supported at center by bracket fitted from the bulk angle to the deck. -