

Received by Chief Ship Surveyor

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VESSEL'S NAME Stl.s.s."PRENESTE"

Rpt. Gen. No.8402

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

Nature of Survey

Rule Dimensions: 378.45 x 51.5 x 31.07 to upper Dk.
38.86 to shelter Dk.

Scantling Nos: 82.57 and 31.248.

Proportions: Length = 9.7 depths to shelter Dk.

This vessel was built in 1920 by Messrs. Ansaldo & Co., Genoa, and classed with the British Corporation and the Registro Italiano, but the Owners now desire her classed with this Society.

Plans and particulars of scantlings have been examined and the vessel approved for the Class 100A "Shelter Dk. with Freeboard", subject to the bulkheads, strengthening of the bottom forward and panting arrangements being found satisfactory, to the Surveyors satisfying the Committee regarding the manufacture and testing of the steel; to Section 48 of the Rules for vessels not built under survey being complied with, and to the requirements of Section 49 of the Rules where applicable being carried out.

The Genoa Surveyors now report the vessel examined in dry dock, bottom and rudder cleaned and coated, damage sustained to shell plating and floors due to striking wall repaired as necessary, the bulkheads, panting arrangements, strengthening of the bottom forward found satisfactory, and the requirements of s.s.No.3 carried out, with the exception of the examination and testing of the oil fuel deep tank and topside tanks in way of same.

The steel used in the construction of the vessel was manufactured in America to British Corporation or this Society's tests.

It was not considered necessary to drill the shell plating.

The anchors and cables were all tested in America by American Bureau to British Corporation requirements, are considerably in excess of the Rule requirements, and are submitted for favourable consideration for the Figure "I".

The workmanship appears to be good.

It is submitted the vessel appears worthy to be classed 100A1 (Steel) "Shelter Dk. with freeboard", subject to the examination and testing of the oil fuel deep tank and topside tanks in way of same at the first convenient opportunity. The Summer freeboard of 12' 0" from centre of disc to top of statutory deck line at Shelter deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shewn on the accompanying verification form to be inserted in the certificate of classification.

100A1 (Steel) "Shelter Dk with freeboard".

1 Dk. (Stl.) & Shelter Dk. (Stl.-pt.ws)

2nd Dk. Stl. in Nos. 2, 3, and 4 holds.

Cell. DB. 305' 1162t., ~~DB~~, Topside tanks aft 140t.

Topside tanks forward 180t, FPT 150t., APT 150t.

FK Collision BH to Shelter Dk., 7 BH to upper Dk.

pt Cem., Machy. Aft.

Date of Build 1921.

5, 23 Gen.

s.s. Gen. No. 3-5, 23.

subject, etc.

MS



P.T.O.

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It is concluded Sections 48 and 49 of the Rules have been complied with, the thickness of the upper deck plating at ends is as approved and not as reported, but the Surveyors should be requested to state if this is so. They should also be requested to state whether the deep tank and the topside tanks forward and aft can be used for water ballast.

A.S.J.

Lv 22/6/20



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