

by Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP'S NAME

"AMERICANO"

Rpt.

Gen.

No. 15561

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, 24/5/92.)

3RD.

S.S. No. 3.

due 4,38

of Survey

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

DECIMALS

The thicknesses are in $\frac{1}{100}$ of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.		Std.	Port.	Std.
R SHEER STRAKE .....	.40	N	N.	-	-											
Strake below .....	.40	.39	.39	.01	.01											
IN SHEER STRAKE .....	.10	.03	.11	.04	-	.60	.51	.55	.09	.05	.60	.59	.59	.01	.01	
Strake below .....	.85	.77	.81	.08	.04	.50	.47	.47	.03	.03	.50	.49	.49	.01	.01	
" " .....	.65	.59	.59	.06	.06	.50	.43	.41	.07	.09	.50	.45	.43	.05	.04	
" " .....	.65	.53	.53	.12	.12	.50	.45	.43	.05	.07	.50	.47	.47	.03	.03	
" " .....	.65	.59	.61	.06	.04	.50	.41	.43	.09	.07	.50	.43	.45	.04	.05	
" " .....	.65	.61	.57	.04	.08	.50	.43	.43	.04	.07	.50	.47	.45	.03	.05	
" " .....	.70	.65	.67	.05	.03	.55	.51	.51	.04	.04	.55	.55	.55	-	-	
" " .....	.70	.65	.65	.05	.05	.55	.55	.55	-	-	.55	.55	.55	-	-	
" " .....	.70	-	-	-	-	.55	.55	.55	-	-	.55	.55	.53	-	.02	
" " .....						.50	.49	.49	.01	.01	.50	.49	.49	.01	.01	

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to the sternframe partly renewed and E.W.6,37, and the tiller boss, E.W.6,37, being specially examined at the next drydocking and to three lengths of chain cable being supplied on arrival at a European port on completion of the present voyage.

Following upon an early 3rd S.S.No.2 in 4,34, the 3rd S.S.No.3, which would normally have become due in 3,39 was required to be held within 4 years from 4,34.

The weather deck at bridge deck forward end required to be examined and dealt with as necessary at the Special Survey.

The 3rd S.S.NO.3 due 4,38 has been commenced.

P.T.O.

N128-0076(112)

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"AMERICANO"

Some slack riveting in floor and frame connections in fore and lower after peak tanks required to be renewed.

The port bilge keel required to be repaired at the first favourable opportunity.

The Genoa Surveyors now report the vessel placed in dry dock, bottom cleaned and coated, and the Special Survey completed, except for the examination of the oil fuel bunkers, as both bunkers were full, and the fuel could not be transferred.

The shell plating has been drilled with results as shewn above, which appear to be satisfactory.

Repairs have been effected to the shell plating, framing and floors, decks, bulkheads, brackets, longitudinal girders, hatchways, foremast, and minor repairs carried out.

3 lengths of chain cable have been supplied and verified with certificates of test.

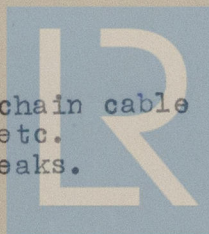
The repairs to deck, floor rivets and bilge keel, as above, have now been dealt with.

The E.W. repairs, as above, have been specially examined and found in order.

The Owners propose to complete the Special Survey on the vessel's return to Genoa in about 6 weeks time, and the Surveyors recommend this proposal for favourable consideration.

It is submitted action be deferred, and the Surveyors' recommendation concurred in.

Delete from S.R.L:- 3 lengths of chain cable
Weather deck etc.
Riveting in peaks.



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