

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26/11/38 19... When handed in at Local Office 26/11/38 19... Port of GENOA.
 No. in Reg. Book 69586 Survey held at GENOA. Date, First Survey 25/10/38. Last Survey 12/11/38. 19...
 (No. of Visits Sixteen.)

TONNAGE:— Built at Newcastle By whom Palmers' Co. Ltd When 1903 11
 GROSS 7008 Owners Ditta G.M. Barbagelata Owners' Address —
 UNDER DK. 5847 Managers — Port belonging to Genoa.
 NET 4408

Surveyed Afloat or in Dry Dock? Both Name of Dock Grazie Dry Dock & Afloat Genoa Harbour. Destined Voyage Costantza.
 WB=CellDBorDBa — feet; uE&B — feet; j — feet
 total capacity — tons. FPT — tons; APT — tons; MT — feet tons.

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. 15407 Port Gen

CHARACTER. & Date of last survey and of Periodical surveys.	Year assigned expired.	Machinery and Boiler surveys (including date of N.B. if any).
* 100 A.I. 12-37		* LMC. 4, 34 B.S. 6-37
ss. Gen. 2nd N°3-3-27		
ss. Gen. N°2-34	12-37	
Carrying Petroleum in bulk. Fitted for oil fuel 5,13 F.P. above 150°F.		

Medical Surveys, when held, must be reported in detail and variation 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 in 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

Society's Freeboard (if assigned) as painted on Ship and now verified

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

PAIRS, OR EXAMINATION AS PER RULE, FOR ADVANCEMENT OF SPECIAL SURVEY 3rd N°3-

NOW DONE:- Part S.S.N°3- Please see also Trieste Report N°12068 etc. & S.R. List.

Vessel placed in dry dock. Bottom and rudder (not lifted) cleaned, examined & and or placed in order as under.

Shell plating drilled as per sheet herewith.

Anchors and cables ranged, examined, found or placed in order as under.

Chain locker, peak spaces, erection spaces, machinery & ex coal bunker spaces after pump room cleared, cleaned, scaled where necessary, examined and found or placed in order under and recoated where necessary.

Peak tanks, double bottom tanks, cofferdams and cargo tanks cleaned, examined externally, found or placed in order as under, scaled and recoated where necessary. P.T.O.

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom 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	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year.
Deck	good	good	good
Bulkheads	good	good	good
Coiling	good	good	good
Cement or Asphalt (State which.)	good	good	good
Rudder	good	good	good
Steering gear and its connections	good	good	good
Windlass	good	good	good
Have pumps now been examined and found efficient?	yes	good	good
Have Sluice Valves now been examined and found efficient?	yes	good	good
Have Watertight Doors now been examined and found efficient?	none	good	good
Have Ventilators and their Coamings been examined and found efficient?	yes	good	good

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."

This vessel is eligible, in my opinion, to remain as now classed. Fresh record of survey 11-38 and notation S.S.Gen.3rd N°3-11-38 to be deferred until completion of survey? The vessel's class is subject to stern frame (partly renewed & E.W.6-37) and tiller boss (E.W.6-37) being specially examined at next dry docking. **No Interim Certificate issued.**

Fee (per Section 29) Adv. SS. 3rd N°3 Lit. 1800.-
 Special Damage or Repair Fee (if any) £ 750.-
 Rigger " 100.-
 Travelling Expenses (if chargeable) £ 200.-
 Second Surveyor's Fee (if any) £ 300.-
 Fees applied for, 26/11/38. RMH
 Received by me, Altumter
 19. Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned
 Defered for comp. 3rd N°3 + dmb. 4. 38 subject

12 DEC 1938

10 Nov. 1938 (The Surveyors are requested not to write)

Is Certificate required? If so, to be sent to

128-0079(114)



Lloyd's Register Foundation

CONT.

1A "AMERICAN"

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.				
1st Bower										
2nd "										
3rd "										
Collective Weight.										
Stream										
Kedge										

* 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.
	Fathoms.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
39345	75	2 3/4	96 1/4	84 3/4	202 1/4	4 200	270	2 3/4	Double Not stated	26/12/38 LPHSC LLDinghr	
Iron Stream Chain or Steel Wire...											

This cable is not new but has been previously used.

AMH

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Peak tanks, double bottom tanks, cofferdams, cargo tanks and oil fuel bunkers tested as per Rule requirements and found or made tight.

Cement in bottom, decks, hatchways, hatches, tarpaulins and battening down arrangements, masts and rigging (please see Rigger's report herewith) wedging (drawn) windlass, steering gear and its connections (chain and rod dismantled), pumps (no W.T. doors), boats, general equipment, ventilators and their coamings, plating in way of side-lights, and air and sounding pipes examined and found or placed in order as under.

REPAIRS WEAR & TEAR- (Please see also Gen.Rpt N°15143 etc.)

Shell. Port & Starboard sides, in 5th and 7th strakes below upper deck sheerstrake in way of N°5 cargo tank, a chafed end lap in each strake remedied with long butt strap.

On Port Bottom. in way of N°4 tank. 2 existing reinforcing butt straps in C. strake electrically welded at ends and slack rivets in same renewed. One end lap in bilge strake in N°7 tank reinforced with electric welding. Fore end of aftermost length of bilge keel shell bar welded to shell (Port).

On Starboard Bottom- In B. strake in way of tank N°3 - 2 end laps reinforced with butt straps, 1 ditto in way of tank N°4. An existing long butt strap in way of tank N°5 in D. strake reinforced with electric welding. One lap in C. strake in way of tank N°3 reinforced with electric welding. Some slightly leaking shell rivets in landing edge in upper turn of bilge in way of tanks 3 & 4 (S) caulked.

In Fore Peak Tank- 6 foremost floors riveted to shell frames P. & S. In Space over Fore Peak Tank- Rust bound rivets in bulkhead stiffeners renewed. Nose plate of 2nd deck doubled.

In After Peak Tank- (lower) Slack rivets connecting floors to frames renewed and some slack rivets through frames and shell (P) renewed.

In Chain Locker- Sounding pipe to fore peak tank removed and refitted in fore peak tank so as not to pass through chain locker.

Forward Cofferdam S. Three longitudinal brackets under upper deck renewed.

In N°1 Cargo Tank- P&S. Some slack rivets connecting centre line bulkhead angle to after bulkhead at top renewed. Some slack rivets connecting base of bulkhead web stiffener plate to bulkhead angle renewed (forward and aft).

In N°2 Cargo Tank- P. & S. forward bulkhead. Base of web stiffener plate re-riveted to bulkhead angle.

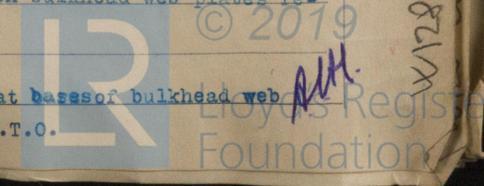
In Cargo Tank N°3 S. aft. Lower part of outer bulkhead web stiffener re-riveted to bulkhead angle.

In Cargo Tank N°4- P. & S. Bottom intercostal longitudinal girders. Angles fitted in aftermost three frame spaces connecting intercostals to floors. Some slack rivets connecting base of bulkhead web stiffeners to bulkhead angles renewed on forward bulkhead P. & S.

In Cargo Tank N°5- P. & S. Bottom intercostal longitudinal girders dealt with as in N°4 but for forward 3 frame spaces. Base of outer bulkhead web stiffener plate re-riveted to bulkhead angle (starboard).

In Cargo Tank N°6- Port forward. Base of both bulkhead web plates re-riveted to bulkhead angles.

In Cargo Tank N°7- & 8 P. & S. Slack rivets at base of bulkhead web



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stiffener renewed, connected web plate to bulkhead angles.

In Pump Room Aft- Starboard drain hat renewed.

In N°4 Summer Tank- Hatch lids P. & S. renewed and mid length wash plates fitted both sides.

Upper Deck at Fore End of Bridge - Port Side, Stringer strake- 1 butt strap renewed. 1 deck plate in strake adjoining stringer strake renewed and one part renewed. Two plates in 2nd strake from stringer strake renewed with doubler at corner of N°4 hatch. One plate in 3rd strake from stringer strake renewed. 1 plate of centre line strake PART renewed.

Starboard Side- One plate in strake adjoining stringer strake renewed. One plate in 2nd strake from stringer strake renewed with doubler at corner of N°4 hatch. At fore end of bridge 10 shell frame upper deck brackets renewed (5 P. 5 S.) On bridge front bulkhead stiffeners, 5 upper deck brackets renewed (3 P., 2 S.)

Shell P. & S. Three foremost plates of bridge deck sheerstrake renewed in thicker material (18 m/m). 2nd bulwark plate from aft renewed each side in thicker material & freeing ports decreased in size.

Shell Starboard- In strake below bridge sheerstrake N°2 plate from forward part renewed (corroded) 2 shell frames in bridge space aft riveted to shell. On bridge front, coaming plate ^{of} side houses P. & S. part renewed. Some rust bound rivets on front bulkhead of machinery casing renewed.

In Galley- One deck plate renewed. Steering/gear chain pulleys refastened to deck with new bolts.

Engine Room Skylight- Some broken glasses renewed.

In Engine Room- Starboard. One web frame plate part renewed. Slack rivets under dynamo flat aft renewed.

In Fidley. Port- Boiler room vent tube renewed.

In D.B. Tank under Engine Room- P. & S. Slack rivets connecting floors to margin angles renewed. Foremast doubled in way of gangway.

Repairs tested on completion, found or made tight and recoated. New plates etc. renewed in material tested as per Rule requirements.

EQUIPMENT- Please see also Fiume Report etc. Three lengths of cable attached ^{AS} at 1st three lengths on starboard side and in addition 2 lengths have been attached 1 P., 1 S. as 5th length from anchor to replace corresponding lengths found worn below limit. Marks on cables verified with certificates and certificates endorsed. For particulars see back of page 1 of this report.

TO COMPLETE THE SPECIAL SURVEY 3RD N°3- Oil fuel bunkers to be cleaned and examined internally. It was not possible to carry out this examination now as both bunkers were full and the fuel could not be transferred. The Owner proposes to have the bunkers ready for examination on the vessel's return to Genoa in about 6 weeks' time.

Referring to previous correspondence on this case, and in view of the fact that only the bunkers remain to be examined to complete the survey, the Owners' proposal is submitted for favourable consideration.

P.T.O.

Rpt. 9a.

Port of GENOA.

Continuation of Report No. 15561 dated 26/11/38.

on the

S.R.LIST- Stern frame and tiller boss specially examined and found in order.
Remaining items dealt with as above.

✓

The print of Midship Section is returned herewith as per letter "M" of
1-11-38.

PHH

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