

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24 Dec 1918 When handed in at Local Office 101 Port of Naples

No. in Reg. Book. Survey held at Termoli and Messina Date, First Survey 27th June Last Survey 10th Novbr 1918

25 on the Wood, Iron or Steel ss "Cerea"

(No. of Visits 6 voyages 30 days)

Master Luigi Farina

TONNAGE:-

GROSS 4295

UNDER DECK 3049

NET 2726

Built at Spezia

By whom Cant. Nav. di Muggiano When 1901 - 1 mo

Owners Nav. Alta Italia Soc. Anon.

Port belonging to Genoa

Owners' Address Torino and Genoa

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock Palermo Destined Voyage Palermo

DBorDBa 94 feet; uE&B 36 feet; f 142 feet; acity 900 tons. FPT 55 tons; APT 55 tons; MT 55 tons.

If alterations in the existing records should be underlined.

Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the inner bottom plating, especially in the boiler space.

Report, No. 7042 Port Gen

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.	Years Assigned, actual.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 Gen. Rep. D.		+ LMC-6.17
2 14 Gen. Rep. D.		13.6.17.
SS Gen. No. 3-4.13		
Examined 6.17		
Society's Freeboard (if assigned) as painted on Ship and now verified	3	4 ins.

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 declined? Was a damage report made by anyone else? If so, by whom? Made not any

RE EXAMINATION AS PER RULE, FOR SS No. 1.

steamer torpedoed by enemy's submarine went in the port of Messina and on the bottom of sea, where the gash caused by the torpedo on the portside shell plating of No. 2 and No. 3 hold up to lower-deck level was plugged up through wood and ship refloated and towed in the port of Palermo for permanent repairs. During these repairs that were doing at Palermo the Technical Superintendent of Ship's Company, Navigazione Alta Italia, requested to submit the vessel to S.S. No. 1 was carried out as repairs were advancing. Vessel was placed in dry dock at Palermo, for repairs, the bottom plating and plating above water was thoroughly chipped scraped cleaned and examined all fore and aft. On starboard side the shell plate in way of flange of Boiler blow off cock was

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and Paired or Repaired	2	"	"	"	"	"	2	"	"	1 do
repaired in place	6	6	6	17 do	"	"	2	"	5	4 do

CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Good	Good	do	yes	yes	do	do	do	do	do	do	do	do	do

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DAMAGE REPAIRS:-	Plates.</
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wasted, it was stiffened through a doubling fitted on properly rivetted and caulked. Several rivets along shell plating found loose and leaky were re-

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 TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collector 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.

[illegible]

Shell plating around side lights chipped and cleaned and examined and coated

Naples (Palermo) Continuation of Report No. 1711 dated 20 Decmbr 1918 on the
s.s. "Cerea".

Masts, and wedgings in way of deck, spars and riggings examined
Engine and Boiler spaces, under engine and boilers, below donkey
der and galley, and tunnel casing examined.

Pump, Downton, Watertight doors, and steam winchlass examined
latter was made adrift and adjusted

Steam steering Engine and steering arrangement, steering chains
and rods and pintles and pulleys examined

Fix and sounding pipes in way of double bottom and bilges, part of
m, the lower ends renewed.

ss "Cerea"

Water Ballast tanks, the repairs made in this part of the ship are clearly shown by the different colours as on plan C. and repairs to floors, frames and reverses extends from No 39 to No 109 and old material with new material are properly jointed according requirements. floors frames reverses and Keelsons.

The crown plates on top of these tanks renewed are of same thickness of the former plates.

Framing, the repairs made on frames, are shown of plan D. and sizes and thickness of new material employed is just alike the damaged material, and joints made are properly stiffened through new brackets properly rivetted to frames and stringers deck plates as shown on plan.

Hold Stringers, the No. 1 and No. 2 were entirely renewed, extending from the W.T.B. No. 35 to No. 108 made of same size and thickness of the old stringers