

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13.6.1931 When handed in at Local Office June 15.31 Port of Trieste

No. in Reg. Book Survey held at *Genoa* Date, First Survey *Mar 26* Last Survey *June 11 1931*

Supp. 41751 on the ~~Wood, Iron or Steel~~ S.S. "VESTA" now named "PEGASUS" (No. of Visits 36)

NEW TONNAGE: Built at *Camden N.Y.* By whom *New York S.B. Co.* YEAR. MONTH. When 1913

GROSS 3596.95 Owners *Standard Transportation Co* Owners' Address

UNDER DK. 3175.21 Managers *Managers* Port belonging to *NEW HONG KONG*

NET 2128.36 Surveyed Afloat or in Dry Dock? *both*. Name of Dock *CROA Genoa* Destined Voyage *Black Sea*

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 32615 Port *N Yk*

(Periodical Surveys, when held, must be reported in detail and seriatim 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 on 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. *M. 3.4.13, 19/3/31*
S. 2.2.4.31

In 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 } *4 ft 10 in*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Redetermination AS No 3. (See N.Y. Reg. No 32615)*

Now done: Vessel placed in dry dock, bottom & rudder cleared, repaired, examined and re-coated. Fuel oil bunkers examined internally & tested, Fire & life pumps, double bottom tanks & all cargo tanks tested. Fuel pipes & manifolds & certified.

The following repairs have now been carried out:

Shell plates in A, B, C & D strokes P.S., keel plates & hull strips in way of cargo tanks to be renewed.

A stroke 107 - B stroke 107 P.S. renewed, 11 stroke 103 in way of cross girders - 11 & 109 in way of Chief Engineer's room strip side to be renewed.

H stroke 107 - J stroke 107 strip side bottom, found and replaced. Stem bolt replaced

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <i>Good</i>	State if Tanks have been examined inside <i>Yes</i>	Engine Room Skylights <i>Good</i>	Copper, or Y.M. of Wood Vessels (State if on Felt)	When put on, Month / Year	
Caulking of Decks	State if Tanks now tested <i>Yes</i>	Coal Bunkers, Open'gs, Lids, &c. <i>Good</i>	Boats <i>Good</i>		
Coamings	Bulkheads <i>Good</i>	Scuppers	Masts, Yards, &c.		
Beams & Fastenings	Ceiling	Cargo Hatchways	Condition, how ascertained <i>from deck</i>		
Outside Plating	Cement or Asphalt <i>Bituminous</i>	Hatches <i>✓</i>	(State if wedges removed) <i>no wedges</i>		
Breasthooks	Rudder <i>Good</i>	Planking of Wood Vessels	Sails <i>✓</i>		
Transoms	Steering gear and its connections	Caulking ditto	Equipment letter <i>"</i>		
Frames	Windlass	Treenails ditto	Anchors, No. of <i>3 B 1 S</i>		
Reverse Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged) <i>no</i>		
Longitudinals	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" length <i>270</i> size <i>2"</i>		
Transverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	" (on board) <i>270</i> size <i>2"</i>		
Floors	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	Hawser & Warps <i>Good</i>		
Keelsons	Have Ventilators and their Coamings been examined and found efficient?	Stringers, Clamps & Shelves ditto	Standing and Running Rigging <i>"</i>		
Stringers	Have Ventilators and their Coamings been examined and found efficient?	Salting (State if examined)			
Inner Bottom Plating					

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 pEND24, &c."

This vessel is suitable, in my opinion, to be re-classed +100A1 "Carrying Petroleum in bulk" with fresh record of Survey 6.31 and notation of AS No 3 6.31.

Survey Fee (per Section 29) <i>Consented by Sanctions</i>	<i>Line</i> 8000.-	Fees applied for, 17.6.1931	<i>AMM</i>
Special Damage or Repair Fee (if any) (per Sec. 29)	6703	Received by me, 10/8/31	
Travelling Expenses (if chargeable)	1390.-		
Second Surveyor's Fee (if any)	837		
<i>Sunday fee</i>	290.-		
Committee's Minute	TUE. 7 JUL 1931		

Character Assigned *Reinstate +100A1 Carrying petroleum in bulk*
Write in Filled for oil fuel 4-13 to Lloyd's Register
+ L.M.C. 2-31, S.C.L. 2-31, S.S. No 3 6.31
& particulars of DRS, Bulkhead, rudder &c

CERTIFICATE WRITTEN in duplicate 12.8.31

As Certificate required? If so, to be sent to

W206-0198 (114)

Port of Trieste

Continuation of Report No. 9203 dated June 15th 1931 on the S.S. "VESTA"

found - re. added in place. Found keel plate generally sound, found heavy cracks - new built strip between frames 152-153 removed of increased size to act as doubling over deflection of keel plate.

Aft keel plate fully doubled - built strips between frames 22-23 & 142-143 renewed.

Shell plate in A stroke between frames 3 to 16 part renewed.

Two bar on fore side ridge keel found renewed.

Division plate in chain locker part renewed, to backboard brackets to fore peak bulkhead renewed. Two plates on fore deep fore side in way of chain locker doubled.

Port - str. chain pipes renewed.

Pump room skylight covers renewed using old fittings.

Pump room ventilator part renewed.

Ventilator coils on fore side head renewed & repaired on way.

Fore top rivet back stay str. side renewed.

Six spar deck plates under forward & aft masts between frames 63 to 68 - frame 132 to fore pump room bulkhead renewed.

Work foundation angles completely renewed.

Entire expansion tank top plates including built strips on tanks no 2, 3, 4 & 5 renewed.

The following deck beams in way of expansion tank between foremast tank & center line should have been renewed. 10 P & S in no 1 tank. 8 P & S including fore & aft beams & all clips in way of same in no 6 tank.

Expansion tank center line 18d plates in tanks no 1, 2 & 3 including hammer bars & staples renewed.

Expansion tank top beams 4 P & S in tanks no 1, 2, 3 & 4 - 5 P & S in tanks no 5 renewed.

Expansion tank covering vertical stiffeners, 20 in no 1 tank, 10 in no 2 tank, 4 in no 3 tank, 6 in no 4 tank, 6 in no 5 tank & 14 in no 6 tank also 8 clips in no 1 tank renewed.

Brackets of expansion tank covering & center line 18d, 42 in no 1 tank, 44 in no 2 tank, 36 in no 3 tank, 40 in no 4 tank, 36 in no 5 tank & 3 in no 6 tank renewed.

Six expansion tank holding covers, on no 1, 5 & 6 P & S tanks, also angle covering on tank top in way of covers of no 1 P & S, no 5, no 6 P & S renewed, no 2 S, fore renewed, six angle rings - transverse stiffeners - clips on covers of no 2, 3 & 4 P & S renewed.

Order plate between frames no 120-121 aft end, & frames 125-126 & fore end & fore angles renewed for full length of no 1 tank.

Entire half of expansion tank sides - forward end from hull to hull & from 128 including top horizontal angle renewed, center line plate in expansion tank top from frame 128 to fore - fore renewed to forward end of tank, all in way of

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight, Test, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

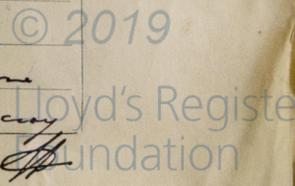
Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

Drop the foremast -

Table with columns: I bow, II, III, Stream, Length, Diam, Breaking, Supplied, Per Rule, Length, Diam, Description, Makers of Cables, When and where tested and Superintendent.

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

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Friede

Continuation of Report No. 9203 dated June 15th, 1931 on the

S.S. "VESTA"

of 1st tank. 4 brackets & 8 clips supporting roof renewed. -
 Coaming plate of after bulkhead starboard side under bridge renewed.
 One bridge deck plate in C stroke cropped and foot renewed.
 An one on fore side in way of chief officers room.
 Coaming plate at top of bridge deck house in way of
 Captains quarters cropped & foot renewed.
 About 16 feet of angle renewed on after end of lower bridge
 deck.

Front of lower first house renewed.
 Fore room sky light angle coaming renewed as necessary.
 One more deck plate cropped and foot renewed in way of
 fore side coal bunker.

Two plates on fiddle top renewed.
 Some defective rivets in way of steering gear foundation
 renewed and foundation strengthened by welding.
 Under stand renewed.

After peak tank top including beams, brackets, top angles
 renewed, also web plate, clips, channel stiffeners & brackets,
 B.A. Vertical stiffeners on Bhd including top & bottom brackets
 & clips, two side stringers & brackets, clips all in after peak
 tank now renewed.

Bottom stroke of plating of E.R. fore Bhd including horizontal
 bulb angle stiffeners & clips on stiffeners renewed.

Channel foundation under main feed pump renewed.

Mirrors in ER renewed. Rod between frames 25 to 28.

Circulating pump foundation renewed.

Engine room tank top doweled or patched where locally
 worked.

Entire tank top in way of boilers including bottom angles
 on boiler saddles & frame bracket angles renewed.

Collision chock at after end of boilers renewed.

Twenty three aft deck plates i. e. entire deck plating under
 after quarters renewed.

Rudder lifted, jugs removed, bushes renewed, pinches
 renewed.

Stowage cable lifter of windows renewed and foot re-landed.

London ventral stop re-bushed. -

Sounding pipes to fore & after peaks. double bottom tank
 in way of boilers, renewed.

Vent pipe to double bottom pipe in way of boilers renewed.

Steering engine overhauled as necessary.

Ventilator repaired also a number of other repairs of various
 importance carried out.

Chain cables & wire lower anchor renewed. 3 anchors re-tested.

For particulars see back of first sheet of Report. *FR*

Frieste

Continuation of Report No. 9203 dated June 15th, 1931 on the

S.S. "Varta."

A new pump room & engine room have been fitted as per plans approved in New York & now enclosed.

The prop shaft fluting has been used instead of any accommodation.

Please note: change of flag (now British) change of name (as given on front page of Report) and change of port of Registry..

[Signature]

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