

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13.6.1931

When handed in at Local Office June 15 1931

Port of Trieste

No. in Reg. Book.

Survey held at

Date, First Survey

Mar 26

Last Survey

June 11 1931

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.

GROSS 3596.95

UNDER DEK 3175.21

NET 2128.36

Owners

Standard Transportation Co

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to NEW HONG KONG.

Surveyed Afloat or in Dry Dock?

Both.

Name of Dock CROA Hongkong

Destined Voyage Black Sea

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons. APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 serially 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

Redemption of AS No 3. (See N.Y. Regt. No 32615)

Now done: Vessel placed in dry dock, bottom & rudder cleaned, repaired, examined and re-coated. Fuel oil bunkers examined internally & tested, Free & full pumps, double bottom tanks & all cargo tanks tested. Fuel tanks tested & certified.

The following repairs have now been carried out:

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

A stroke 10 ft. B stroke 10 ft. P.S. renewed, 11 stroke 10 ft. in way of cross girders & 12 stroke 10 ft. in way of Chief Engineer's room strip side to be renewed.

H stroke 10 ft. J stroke 10 ft. strip side bottom, found and replaced. Stem bar cracked

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

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?

Have Ventilators and their Coamings been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at openings

Ditto ditto at other places

Stringers, Clamps & Shelves

Salting

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

" (on board)

" Rule length

Hawser & Warps

Standing and Running Rigging

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 be re-classed +100A1 "Carrying Petroleum in bulk" and fresh record of Survey 6.31 and notation of AS No 3 6.31.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.

Character Assigned

Write for

Particulars of

Reinstate +100A1 Carrying petroleum in bulk

Fitted for oil fuel 4-13 to Lloyd's AS No 3

+L.M.C. 2-31, S.C.L. 2-31, S.S. No 3 6.31

CERTIFICATE WRITTEN

in duplicate 12.8.31

S.S. "VESTA"

Entire half of expansion trunk sides - forward and from
hull to hull & from 128 including top horn ding angle
reverse, centre line plate an expansion trans top for. & from
128 crosspiece - foot reversed to forward end of trunk, all see copy

ANCHORS.

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

CHAIN CABLES.

I hour	my ant.	201	Length: 39:2:12	Sn 14. M.C. 12.5
II "	"	202	" 35:2:0	" M.C. " 12.5
III "	"	6567 R. W.C.	23:3:19	W.C. " 29.31/12
Stream	"	203	22:0:17	M.C. " 12.5

Frieste

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

S.S. "VESTA"

of 1st tank. 4 brackets & 8 clips supporting mast renewed. -
 Coaming plate of after deck head strip side under bridge renewed.
 One bridge deck plate in C stroke cropped and foot renewed.
 One 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.
 Foreroom sky light angle coaming renewed as necessary.
 One main deck plate cropped and foot renewed in way of
 fore side coal bunker.

Two plates on fiddle top renewed.
 Same defective rivets in way of steering gear foundation
 renewed and foundation strengthened by welding.
 Under tank 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 on after peak
 tank now renewed.

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

Channel foundation under main feed pump renewed.

Wings in E.R. renewed & D between frames 25 to 28.

Circulating pump foundation renewed.

Engine room tank top dished 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 after deck plates i.e. entire deck plating under
 after quarters renewed.

Rudder lifted, jacking bored out, bushes renewed, pinches
 renewed.

Stowage cable lifter of windlass renewed and foot re-lashed.

London nautical shop re-lashed. -

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.

Keel engine overhauled as necessary.

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

Chain cables & wire hawes and/or renewed. 3 anchors re-tested.

For particulars see last of first sheet of Report. *Th*

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 and shafting has been used instead of any of accommodation.

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

AB

W206-0198 (4/4)



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Foundation