

## PORT OF SURVEY FOR REPAIRS, &amp;c.

Report 14 12 1939 When handed in at Local Office 19 Port of Rotterdam  
 Survey held at Rotterdam Date, First Survey 2-12 Last Survey 12-12 1939  
 on the Wood, Iron or Steel 55 "SAN GIUSEPPE" (No. of Visits five)  
 Built at Belfast By whom Herland & Woff, Ltd. When 1917 YEAR. MONTH. 10  
 Owners L. B. Per Industrijs ed il Com. Owners' Address  
 Managers Mar. "Nova Genensis" (if not already recorded in Appendix to Register Book).  
 Port belonging to Genoa

Afloat or in Dry Dock? - Name of Dock P.H. dock. Destined Voyage ✓  
 DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 acity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)  
 Only alterations in the existing records of tanks should be inserted.

Alterations in the existing records should be underlined.

Port, No. 4950 Port Mtl

When held, must be reported in detail and seriatim in the terms of the Rules and items remaining to  
 beys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and  
 nations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)  
 ted from Repairs due to other causes; and besides being detailed in the body of the report, should be  
 the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars  
 y stated in the space provided on the back of this form. State also the dates and initials of any letters  
 case. H.S. 12-34

where the Surveyor has not made a special damage report he is required to state whether he  
 vices for this purpose and to whom and why they were declined ✓

Society's Freeboard (if assigned) as ✓ ft. ins.  
 painted on Ship and now verified

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

EXAMINATION AS PER RULE, FOR Completion Special Survey No. 2

The vessel has been placed in drydock, bottom and under cleared and examined  
 has been done this time to bottom damage forward and aft portside and to  
 d bottom plating fore and starboard mentioned in Special Reasons List, webbing and  
 ig in way of the indented plating was found good and efficient, bottom and under  
 d.  
 runhole doors in holds have been carefully examined and were found in good condition  
 appear to have been overhauled on some previous occasion.  
 and side bunkers below upper deck have been cleaned, made free from oxidation,  
 in pocket bunkers removed, shelf bunkers cleared and cleaned as required and  
 following repairs carried out: Please see continuation sheet.

AGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Paired or Repaired								
Fixed in place								
ON OF THE								
<u>good</u>	Bulkheads <u>in bunkers</u>	<u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>✓</u>				
<u>in bunkers</u>	Ceiling <u>"</u>	<u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	(State if on Felt.)				
<u>of sidelights</u>	Cement or Asphalt <u>"</u>	<u>"</u>	Oil Bunkers <u>"</u>	When fitted, Month <u>✓</u> Year <u>✓</u>				
<u>bunkers</u>	Rudder <u>good</u>	<u>good</u>	Scuppers <u>"</u>	Boats <u>not end</u>				
<u>"</u>	Steering gear and its connections <u>"</u>	<u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>				
<u>"</u>	Windlass <u>"</u>	<u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>"</u>				
<u>examined internally?</u>	Have pumps been examined and found effi- cient? <u>not end</u>	<u>not end</u>	Planking <u>✓</u>	(State if wedges removed) <u>no</u>				
<u>tested?</u>	Have Sluice Valves been examined and found effi- cient? <u>"</u>	<u>"</u>	Caulking <u>✓</u>	Equipment letter <u>✓</u>				
	Have Watertight Doors been examined and found efficient? <u>not end</u>	<u>not end</u>	Treenails <u>✓</u>	Anchors, No. of <u>complete</u>				
	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	<u>yes</u>	Breasthooks & Stemson <u>✓</u>	Cables (State if now ranged) <u>no</u>				
	Air and Sounding Pipes <u>not end</u>	<u>not end</u>	Transoms, Pointers & Crutches <u>✓</u>	" length <u>✓</u> mean diamr. <u>✓</u>				
	Doubling Plates under Sounding Pipes <u>"</u>	<u>"</u>	Timbers of Frame at openings <u>✓</u>	" (on board) <u>✓</u>				
			" " at other places <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>				
			Stringers, Clamps & Shelves <u>✓</u>	Chain Locker <u>not end</u>				
			Salting <u>✓</u>	Hawser & Warps <u>sufficient</u>				
			(State if examined.)	Standing and Running Rigging <u>not end</u>				
				Sails <u>✓</u>				

Observations, Opinion as to Class, Recommendation, &c.:—

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  
 thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
 or "to remain as classed and to have record of survey, 138, and the notations of ss No. 1-38."

Vessel is in a good and efficient condition and she is eligible in my opinion  
 continued as classed with fresh record of survey 12-39 and to have notation for  
 No. 2 as previously recommended subject to permanent repairs to bottom damage forward and aft  
 and to bottom plating etc (p. & s) being carried out.

per Section 20) Comple. S. S. 12-39 80.00

ge or Repair Fee (if any) 4.00

penses (if chargeable) 5.50

s Fee (if any) 5.50

Fees applied for,

13.19.39

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

ee's Minute

JUN 9 JAN 1940

Character Assigned

S 12.39

100 A1 Subject

Cargo Batts not ftd.

S.S. No. 2-39 + Lme: MS 4.39

CERTIFICATE WRITTEN



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Lloyd's Register  
Foundation

W3-0122



DEC 22 1949

S.S. "SAN - GIUSEPPE"

Starboard tweendeckbunker - 2 deckplates forward and 3 deckplates aft of sloping casing renewed; pocket hatch coaming angles forward of sloping casing renewed; foundation angle of casing and 8 brackets to stiffeners renewed.

sloping casing - 3 plates, 4 stiffeners, 2 stays and 3 brackets to stays renewed;

forward bulkhead sloping casing 1 plate and 2 stiffeners renewed;

aft bulkhead sloping casing 4 plates and 3 stiffeners and foundation angle renewed;

engine room casing 2 plates renewed; forward bulkhead bunker 3 stiffeners reinforced with reverse bars.

Starboard pocket 1 bulkhead plate partly renewed; flange of one bulkhead plate removed and stiffener fitted in stead, sliding door renewed.

Port tweendeck bunker - 2 deckplates forward and 5 deckplates aft of sloping casing renewed; 1 stringer plate partly doubled; pocket hatch coaming angle forward of sloping casing renewed; foundation angle of casing and 9 brackets to stiffeners renewed.

sloping casing - 3 plates, 4 stiffeners, 2 stays and 3 brackets to stays renewed;

forward bulkhead sloping casing - 1 plate and 2 stiffeners renewed;

aft bulkhead sloping casing - 4 plates, 3 stiffeners and foundation angle renewed;

engine casing 7 plates renewed, boiler room casing 4 way wash plate 1 plate and 2 stiffeners renewed; hatch rest angles of bunkerbatches renewed where required.

Port pocket - 1 bulkhead plate partly renewed, flange of 2 bulkhead plates removed and stiffener fitted instead; sliding door renewed.

galley forward bulkhead 1 plate partly renewed, 2 deckplates of galley floor partly renewed. Scupper pipe in port bunker repaired

Starboard F. stake plates 3 and 4 - fair in place.

Tweendeck and pocket bunkers recoated.

Windlass overhauled and made in good working order.

The certificate of the Registro Italiano has been endorsed as follows:

"Surveyed vessels bottom and under in drydock, examined pocket and side bunkers below upper deck and carried out necessary repairs to complete 2nd S.S. No. 2.

Recommend that the vessel's class be continued with fresh record of survey 12-39 and notation for S.S. No. 2 as previously recommended subject to permanent repairs to bottom damage fwd & aft (b.s) and to bottom plating etc (p. & s) being carried out"

Per Conto del Registro Italiano

W.S.

Diure



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