

SEP 27 1937

No. 11818

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/9/37 When handed in at Local Office 22/9/37 Port of TRIESTE

No. in
Reg. Book.

Survey held at Monfalcone + Trieste

Date, First Survey May 3

Last Survey Sep 19

1937

24816 on the Wood, Iron or Steel

M.V. "FELLA"

TONNAGE:-

Built at Trieste

By whom Stabilimento Tecnico

When 1926 - 3

GROSS 6072

Owners "Italia" Soc. An. di Nav.

Owners' Address

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

UNDER DK. 5353

Managers

Port belonging to Venice

NET 3748

Surveyed Afloat or in Dry Dock? both.

Name of Dock CROA Cant. Nouplon

Destined Voyage

Vancouver

WB=Cell DB 377 feet; uE&B feet; f feet
total capacity 124 tons. FPT 121 tons; APT 39 tons; DTa 30 feet 448 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. 11439 Port Trieste

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and of last survey.	Machinery and Boiler survey (including date of N.B., if any).
* 100A1		* LMC CS 4.35
with freeboard		1.36
10.36		D.B.S. 6.36
S. Tr. No 2-34		* Log 3 RMC 10.36
		CL N1036

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.

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' 0 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. L. No. 3 + alterations.

H. d. 3 Vessel placed in dry dock, bottom & inside, cleaned, examined and recoated. Holds, tween-decks, peaks, chain locker & engine spaces cleaned for examination; all ceiling lifted and tank tops & bilges examined. Oil fuel tanks (new) cleaned & examined. Double Bottom, peak & deep tanks opened up, cleaned, examined internally & tested as per Rules; Water carrying tanks cemented. Both surfaces of Shell plating, frames, Benders, engine settings and all steel works exposed, freed from rust and examined.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed		1						
Removed and Fair'd or Repaired	6	2						
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels (State if on Belt). When put on, Month	Year
Caulking of Decks	"	State if Tanks now tested	yes	Dble. Plates under Sounding Pipes	"	Boats	good
Coamings	"	Bulkheads	good	Engine Room Skylights	"	Masts, Yards, &c.	"
Beams & Fastenings	"	Ceiling	good	Bunkers, Open'gs, Lids, &c.	"	Condition, how ascertained	by examination
Outside Plating	"	Cement or Asphalt (State which.)	good	Oil Bunkers	"	(State if wedges removed)	no wedges
" in way of sidelights	"	Rudder	good	Scuppers	"	Sails	"
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	"
Transoms	"	Windlass	"	Hatches	"	anchors, No. of	3 B.S. + 1 R.
Frames	"	Have pumps now been examined and found efficient?	yes	Planking of Wood Vessels	"	Chain Locker	good
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	yes	Caulking	ditto	Cables (State if now ranged)	yes
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	yes	Treenails	ditto	" length (on board)	200 ft. mean diameter 1 1/2"
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	ditto	" Rule length	size
Floors	Good			Transoms, Pointers, & Crutches	ditto	Hawser & Warps	good
Keelsons	"			Timbers of Frame at openings	ditto	Standing and Running Rigging	"
Stringers	"			Ditto Ditto at other places	ditto		
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto		

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."

It is submitted this vessel is worthy to remain as classed with fresh record of Survey 9.37 and with the notation of S. L. Tr. No 3 - 9.37.

Survey Fee (per Section 20)	2130-
Special Survey Fee (if any)	6200-
Travelling Expenses (if chargeable)	2080-
Second Surveyor's Fee (if any)	40-

Fees applied for,

20/9/37

Received by me,

28/12/37

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 15 OCT 1937

Character Assigned

100A1 with fbd. and cond.

S(n) 9.37 cl. S.S. No. 3 - 9.37

L.S. 9.37 + LMC 9.37

Subject

Rudder electrically welded

Amend RB. parts hull & mch.

NDB 25 updated '37

WB 6-00101131

M.V. "FELLA"

and afterwards recoated; plating examined in way of side lights — It was not considered necessary to drill the vessel.

Decks, ventilators, coamings & covers examined; cables ranged & examined; anchors and general equipment, masts, spars & rigging examined (No wedges!) — Rigging Vt. stretched beneath!

Hatches examined in position, steering gear & arrangement, quadrant, windlass, pumps, W.T. doors, air & sounding pipes examined; freeboard verified.

General Remarks List: (Please See ^{also} Rpt 10407 Dated 15.5.34 & General Rpt 13883 Dated 20.4.35) Inspected plating, etc. (pts) examined and satisfactorily repaired as follows:

Port Side: Shell plate No. 4 from forward in 4th Strake below Keelstrake and " " No. 4 " " in 5th " " " "

joined in place

Aft. Side Shell plate No. 6 from forward in 5th Strake below Keelstrake

" plates No. 6 & 7 " " 6th " " " "

and " plate No. 7 " " 7th " " " "

joined in place.

1 Hold frame in way renewed and 2

Hold frames removed joined & replaced.

Alterations

Vessel re-engined.

A new line of intercostals each side fitted in double bottom under main keel strappings; C.L. Strake & the adjacent Strake each side of Tank Top in Motor space renewed and new cast steel strappings fitted.

Stern frame ^{renewed;} & 4 shell plates to Stern frame each side partly renewed and 8 frames each side in way of After peak Tank renewed. Transverse plates and framing in way suitably strengthened.

New Stream lined radiator (Jinpecan type) fitted.

In forward part of Deep Tank new oil fuel Bunkers built; lengths & capacity of former being reduced.

In second tween deck aft new refrigerated spaces built.

In upper tween deck aft framing re-arranged and affected Deck girders of upper & 2nd Deck

Pl. Cont.

M.V. "FELLA"

strengthened as required.
 Floors in double bottom at frames Nos 33, 40
 + 156 (counted from aft) made watertight,
 also subdivision of double bottom
 in way of motor space re-arranged to
 avoid carrying oil fuel immediately under
 the motor.

All above work carried out in accordance
 with approved plans (copies of which are
 already in London Office) and/or with
 the Society's Rules and to Surveyor's satisfaction.
 Materials tested by the Society's Surveyors;
 workmanship good.

Electric welding, where used, carried out by
 experienced operators with approved electrodes.

Register Book:

Notations to be modified as follows:

Deep tank: length reduced from 42' to 30'
 capacity " " 981 tons to 748 tons

Afterspeak tank

capacity reduced from 40 tons to 39 tons.

Rudder electrically welded.

Enclosures:

attached herewith are:

Rygi's Rpt and 4 certificates
 for forgings & castings.

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