

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 24816 Survey held at Monfalcone + Trieste Date, First Survey May 3 Last Survey Sep 10 1937
(No. of visits fortyfour)

on the Wood, Iron & Steel M.V. "FELLA" By whom Stabilimento Tecnico When 1926 - 3

TONNAGE: GROSS 6072 Built at Trieste Owners' Address Loc. An. di Rev.
UNDER DK. 5353 Managers ✓ Port belonging to Venice
NET 3748

Surveyed Afloat or in Dry Dock? both. Name of Dock CRDA Cant. Nouplon Destined Voyage Vancouver
WB = Cell D B 377 feet; uE&B ✓ feet; f ✓ feet }
total capacity 124 tons. FPT 121 tons; APT 39 tons; DTa 30 feet 148 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 surveys (including date of N.B., if any).
<u>*100A1</u>		<u>*LMC CS 4.35</u>
<u>with freeboard</u>		<u>1.36</u>
<u>10.36</u>		<u>D.B.S. 6.36</u>
<u>S. Tr. No 2-34</u>		<u>*Log 39 MC 10.36</u>
		<u>CL N1036</u>

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 ✓

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. No 3 Vessel placed in dry dock, bottom & inside, cleaned, examined and recoated. Holds, innerbottoms, peaks, chain locker & engine spaces cleared for examination; all ceiling lifted and tank tops & bilges examined. Oil fuel tanks (new) cleared & examined. Double Bottoms, peaks & deep tanks opened up, cleaned, examined internally & tested as per Rules; Water carrying tanks cemented. Both surfaces of Shell plating, frames, B-heads, 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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>yes</u>	<u>good</u>	(State if on Felt). Year <u>1</u>
Caulking of Decks <u>"</u>	<u>yes</u>	<u>"</u>	When put on, Month <u>"</u>
Coamings <u>"</u>	<u>good</u>	<u>"</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	<u>good</u>	<u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	<u>good</u>	<u>"</u>	Condition, how ascertained <u>by penetration</u>
" " in way of sidelights <u>"</u>	<u>good</u>	<u>"</u>	(State if wedges removed <u>no wedges</u>)
Breasthooks <u>"</u>	<u>good</u>	<u>"</u>	Sails <u>"</u>
Transoms <u>"</u>	<u>good</u>	<u>"</u>	Equipment letter <u>✓</u>
Frames <u>"</u>	<u>good</u>	<u>"</u>	anchors, No. of <u>3 B.S. + 1 R.</u>
Reverse Frames <u>"</u>	<u>good</u>	<u>"</u>	Chain Locker <u>good</u>
Longitudinals <u>✓</u>	<u>good</u>	<u>"</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>✓</u>	<u>good</u>	<u>"</u>	" length <u>300 fath</u> mean diameter <u>2 1/2"</u>
Floors <u>Good</u>	<u>good</u>	<u>"</u>	" Rule length <u>✓</u> size <u>✓</u>
Keelsons <u>"</u>	<u>good</u>	<u>"</u>	Hawser & Warps <u>good</u>
Stringers <u>"</u>	<u>good</u>	<u>"</u>	Standing and Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>	<u>good</u>	<u>"</u>	

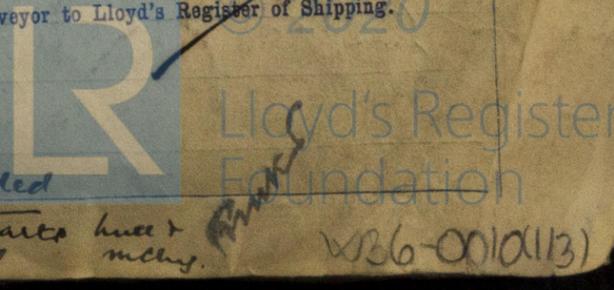
General Observations, Opinion as to Class, Recommendation, &c.:-

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. No 3 - 9.37.

Survey Fee (per Section 20) 2130- Fees applied for, 20/9/37
Special Survey or Repair Fee (if any) 6200- Received by me, 29/12/37
Travelling Expenses (if chargeable) 2080-
Second Surveyor's Fee (if any) 40-

Committee's Minute 9 FRI 15 OCT 1937
Character Assigned 100A1 with fbd without Rudder electrically welded
S(n) 9.37 cl S.S. No. 3 - 9.37
24816 + LMC 9.37 + NE 9.37
Amend RB parts hull & mch.
NDB 25 up'd 37



If so, is the Report sent now, or when, will it be sent?

Is Certificate required? If so, to be sent to

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

Ducks, ventilators, coverings covers examined; cables ranged & examined; anchors and general equipment, masts, spars & rigging examined (No wedges!) - Rigging with stretched lead with!

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

Special Remarks List: (Please See ^{also} Tri. Rpt 10407 Dated 15.5.34 + Genova 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 sheerstrake and " " No 4 " " in 5th " " " " "

joined in place

Starboard Side Shell plate No 6 from forward in 5th Strake below sheerstrake " 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.

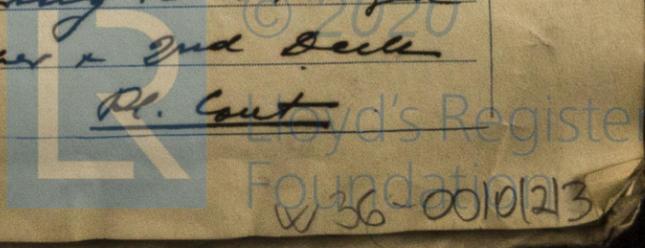
A new line of intercostals each side fitted in double bottom under main keelson seatings; C.L. Strake & the adjacent Strake each side of Tank top in motor space renewed and new cast steel seatings fitted.

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 (Simplex type) fitted. In forward part of Deep Tank new oil fuel Bunkers built; lengths & capacity of former being reduced. In second tweendeck aft new refrigerated spaces built.

In upper tweendeck aft following re-arranged and affected Deck girders of upper & 2nd Deck

Pl. Cont.



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strengthened as required.
 Floors in double bottom at frames Nos 33, 40
 + 156 (counted from aft) made water/tight
 tight, 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:

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