

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12.11.37 When handed in at Local Office 13.11.37 Port of TRIESTE

No. in
Reg. Book.

Survey held at Trieste

Date, First Survey July 12

Last Survey Oct 31

1937

22394 on the Wood, Iron or Steel

M.V. "CELLINA"

(No. of Vents) 31

TONNAGE:-

GROSS 6080

UNDER DK. 5353

NET 3757

Built at Trieste

By whom Stabilimento Tecnico

When 1936-5

Owners "Italia" Soc. An. di Nav.

Owners' Address

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

Managers

Port belonging to Trieste

Surveyed Afloat or in Dry Dock?

both Name of Dock CRDA Cant. Monfalcone

Destined Voyage Vancouver

WB=Cell D B D B 374 feet; uE&B 374 feet; f 374 feet
total capacity 1245 tons. FPT 121 tons; APT 39 tons; DT 30 feet 748 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. 14745 Port Gen

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.

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.S. No. 3 and alterations.

S.S. No. 3. Vessel placed in dry dock, bottom & rudder cleaned, examined and recoated. Holds, Tween decks, peaks, chain locker & machinery spaces cleared for examination; all ceiling lifted and tank tops & bilges examined. Oil fuel bunkers (new) cleared & examined. Double Bottom, peaks & deep tanks opened up, cleared, examined internally and tested as per Rules; water carrying tanks cemented. Both surfaces of shell plating, frames, B-heads, engine fittings and all steel work exposed, freed from rust and examined and afterwards recoated; plating examined.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	B. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired	1							
Faired or Repaired in place	8							

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	1
Caulking of Decks	"	State if Tanks now tested	yes	Dblg. Plates under Sounding Pipes	1	(State if on Feet).	Year
Coamings	"	Bulkheads	good	Engine Room Skylights	1	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	1	Boats	good
Outside Plating	"	Cement or Asphalt	"	Oil Bunkers	good	Masts, Yards, &c.	1
" " in way of sidelights	"	(State which.)	"	Scuppers	"	Condition, how ascertained	by examination
Breasthooks	"	Rudder	1	Cargo Hatchways	"	(State if wedges removed)	no wedges
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	1
Frames	"	Windlass	"	Planing	"	Equipment letter	1
Reverse Frames	"	Have pumps now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	2 B. 15 & 16
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	1	Treenails	ditto	Chain Locker	good
Transverses	"	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	yes
Floors	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms, Pointers, & Crutches	ditto	" length 330 ft. mean diamr. 2 1/2"	1
Keelsons	"			Timbers of Frame openings	ditto	" (on board) 330 ft. size 2 1/2"	1
Stringers	"			Ditto Ditto at other places	ditto	Hawser & Warps	good
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	good

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 ptnd 24, &c."

It is submitted this vessel is worthy to remain as classed with fresh record of survey 10.37 and with the notation of S.S. No. 3-10.37.

Survey Fee (per Section 20) 2130-

Special Damage or Repairs Fee (if any) 6200-

Travelling Expenses (if chargeable) 1120-

Second Surveyor's Fee (if any) 40-

Sunday Fee 200-

Committee's Minute

Character Assigned 100 A1

Note R.B. parts

Sel. Eng. parts & unsat

Fees applied for.

13/11/1937

Received by me.

29/11/1937

100 A1

without

sal. cond.

+ LMC 10.37

+ NE 10.37

NDB 24.

replied 37

AB 100 lb

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

W38-0093113

M. V. "CELLINA"

in way of sidelights. — It was not considered necessary to drill the vessel.

Decks, Ventilators, coamings & covers examined; cables ranged & examined; Anchors & general equipment, masts, spars & rigging examined (no wedges! — (Rigger's Rpt attached herewith)); Hatchets examined in position; Steering gear & arrangement, Quadrant, midlane, hand pumps, W.T. doors, air & sounding pipes examined; freeboard Verified.

Special Reamers List (Please see also Tri Rpt 10193 dated 17.10.33.)

Indented plates (p. s. f.) examined & satisfactorily repaired as follows:

E6 & G3 fitted in place

G4 removed fitted & refitted

G5, H3 & H5 fitted in place

In addition to the above Shell plates (p. s. f.)

E7, J5 & J6 (p. s. f.) fitted in place

Four lengths of chain cable Verified & found in order. For particulars please see back of Rpt, also Trieste letter dated 9th August 1937.

It is submitted the remarks in the Sp. R. List be deleted.

Alterations:

Keel re. engineered.

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

Stem frame renewed; 4 Shell plates to Stern frame each side renewed and 3 each side partly renewed; 8 frames each side in way of After peak tank renewed. Transom plates and framing in way suitably strengthened.

New streamlined reeders (Simplex type) fitted.

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

In Second Tween Deck aft new refrigerated spaces built.

In upper Tween Deck aft pillaring re-arranged

R. Cant

TRIESTE

Continuation of Report No. 11875 dated 13/11/1937

NOV 16 1937
on the

M.V. "CELLINA"

and effected Deck girders of upper and second Deck strengthened as required.

Floors in Double Bottom at frames Nos 33, 90 and 156 (counted from aft) made water/oil 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 for 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 " " 98 tons " 74 8 tons

After peak Tank
capacity reduced from 120 tons to 39 tons

Rudder electrically welded

Enclosures:

Attached herewith are: Rigging Rpt + 5 certificates for forgings & castings.

