

JAN 30 1940

170-4

No. 16060

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22/1/40

When handed in at Local Office 22/1/40

Port of GENOA.

No. in
Reg. Book.

Survey held at

GENOA.

Date, First Survey 15/1/40

Last Survey 17/1/40

19

30991

on the ~~WOOD, LORON~~ Steel Twin Sc. "O R A Z I O"

(No. of Visits Two)

TONNAGE:-

GROSS 11669

UNDER DEK 9464

NET 6779

Built at

Baia

By whom

Cant. ed Off Meridionali

When

1927

MONTH 10

Owners

"ITALIA"

D. A. di Nov

Owners' Address

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

Managers

Port belonging to

Genoa

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Grazie Dry Dock

Destined Voyage

--

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 15961

Port

Gen

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 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 CONDITION AND ADVANCEMENT OF S.S.N°3-

NOW DONE:- CONDITION- Vessel placed in dry dock. Bottom and rudder (not lifted) cleaned, examined, found in order and recoated.

Weather decks, casings and skylights, hatches, ventilators and coamings, anchors, windlass, boats, steering gear (direct coupled) and general equipment generally examined & found in order.

The shackle pin of the port bower anchor was noted somewhat worn and arrangements have been made to renew same at next dry docking. This in my opinion merits favourable consideration, the pin being efficient in the meantime.

S.R.LIST- No repairs effected to indented keel, bottom and shell plating etc. Same examined externally and found to remain efficient.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair or Repaired

Fair or Repaired in place

Shell Plates

Frames

R. Frames

Floors and Bracket Floors

Beams

Inner Bottom Plates

DK. Plates

Other Items

DUAL SURVEY
L.R.&R.I.

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

" " in way of sidights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Siding

(State if examined.)

Copper, or Y.M.

(State if on felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length (on board)

" Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

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

This vessel is eligible in my opinion, to remain as now classed. Fresh record of survey and notation S.S.N°3, with place and dates, to be deferred until completion of survey. The vessel's class is subject to indented keel and bottom plating & sheer strake plating etc. (s.s.) being dealt with at Owners' convenience & permanent repairs being effected to shell plating etc. (p.s.a.) at Owners' convenience. Second length of starboard cable to be renewed during s.s.

Survey Fee (per Section 20) ADV. S.S.N°3 Lit. 250.-

Condition

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

22/1/40

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 16 FEB 1940

Deferred for

L

Lloyd's Register
Foundation

W423-0104 1/2

Port of

Genoa,

Continuation of Report No 16060 dated 22/I/40.

"ORAZIO"
on the

A new length of cable is stated to be on order to replace the 2nd length.

PART S.S.N°3- Please see also Gen. Rpt N°15961.

NOW DONE:- The following compartments cleaned, scaled as necessary, examined internally and found in order:- After peak tank, F.W. deep tank forward and over after peak tank, oil fuel deep tanks 3, 8 & 10.

Double bottom tanks Nos. 4 AV. & 4 AD. tested as per Rule requirements and found tight.

Engine room from forward bulkhead to ^{AFT} end of d.b. tank 4 AD examined and found in order.

TO COMPLETE THE SPECIAL SURVEY N°3 - All requirements indicated in Genoa Rpt N°15961 to be carried out with the exception of the above.

The Owners' representative stated that the Special Survey will be advanced on the vessel's return to Genoa in about 2 months' time.

NH