

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10/2/40 When handed in at Local Office 10/2/40 Port of GENOA  
 No. in Survey held at 26041 Date, First Survey 1/2/40 & Last Survey 1/2/40 19  
 Reg. Book. on the Wood, Iron & Steel (No. of Visits One)

**TONNAGE:** Built at San Rocco By whom Cent. San Rocco S.A. When 1927 YEAR. MONTH. 3  
 GROSS 4901 Owners Soc. Anon. di Nav. a Vap. "Lussino" Owners' Address Lussinpiccolo  
 UNDER DECK 4296 Managers - Port belonging to Lussinpiccolo  
 NET 2974

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Gen. Harbour. Destined Voyage -  
 Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity 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.  
 N.B.—All alterations in the existing records should be underlined.  
 Last Report, No. 5654 Port DRN.

(Periodical Surveys, when held, must be reported in detail and serially 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 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 PLEASE SEE  
 Society's Freeboard (if assigned) as painted on Ship and now verified - ft. - ins.  
 Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated caused on 1st February 1940 through collision in Genoa Harbour with the Twin Sc. "EL NIL" 7769 tons gross of Alexandria.  
FOUND - PORT SIDE OF VESSEL AFT- Bulwark rails and stanchions, also awning stanchions & rails and stanchion supports to after navigating bridge, set in and bent.

Curtain plate, angle beams and connecting angle lugs, buckled, also margin plank at fore end and on side of the after navigating bridge crushed and broken. Wook awning planking and beam, between after deckhouse and ship's side, also wood fore and after awning beam at centre line of ship between after deckhouse and aftermost hatchway damaged.

Weather deck sheerstrake, 2nd plate from aft, set in slightly in two places.

P.T.O.

**DUAL SURVEY**  
**LR & RL**

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items.
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE		Engine Room Skylights		Copper, or Y.M. (State if on Felt.)	
Decks	Bulkheads	Coal Bunkers, Openings, Covers, &c.	Oil Bunkers	When fitted, Month	Year
Caulking of Decks	Ceiling	Scuppers	Cargo Hatchways	Boats	
Coamings	Cement or Asphalt	Hatches	Planking	Masts, Yards, &c.	
Beams & Fastenings	Rudder	Planking	Caulking	Condition, how ascertained (State if wedges removed)	
Outside Plating	Steering gear and its connections	Treenails	Treenails	Equipment letter	<u>2</u>
" " in way of sidelights	Windlass	Breasthooks & Stems	Transoms, Pointers & Crutches	Anchors, No. of	<u>ABOVE.</u>
Frames	Have pumps been examined and found efficient?	Timbers of Frame at openings	Stringers, Clamps & Shelves	Cables (State if now ranged)	
Reverse Frames	Have Sluice Valves been examined and found efficient?	" " at other places	Salting (State if examined.)	" length (on board) mean diam.	
Longitudinals	Have Watertight Doors been examined and found efficient?	Stringers, Clamps & Shelves		" Rule length size	
Transverses	Have Ventilators and their Coamings been examined and found efficient?			Chain Locker	
Floors	Air and Sounding Pipes			Hawssers & Warps	
Keelsons	Doubling Plates under Sounding Pipes			Standing and Running Rigging	
Stringers				Sails	
Inner Bottom Plating					
Have the Tanks been examined internally?					
Have the Tanks been tested?					

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 classed without Fresh Record of Survey, subject to permanent repairs to damage indicated above at first opportunity. The vessel's class is subject also to two plates G. strake (p.s.) in way after hold and starboard bilge keel being dealt with at Owners' convenience, & to No 3 S.S. & Repairs as necessary being carried out within the year of grace.

Survey Fee For Fees see LR/RL slip 150  
 Special Damage or Repair Fee (if any) 150  
 Travelling Expenses (if chargeable) 25  
 Second Surveyor's Fee (if any) 2  
 Fees applied for, 12/2/40  
 Received by me, 150  
 19  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Character Assigned Deferred for repairs  
 TUE. 5 MAR 1940  
 LLOYD'S REGISTER FOUNDATION



STARBOARD SIDE- AFT.- Bulwark rails and stanchions including awning stanchions bent outwards and buckled.

A steel wire mooring rope forward broken.

No repairs now done and Owners' proposal to carry them out on vessel's arrival at Trieste from Genoa via Marseilles merits favourable consideration.

It was also understood that the Special Survey N°3 (Please see Genoa Report N°15859 dated 2/8/39) would be done at Trieste at same time. No part of this now done.

Trieste Surveyors advised.

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When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.