

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3rd June 32 When handed in at Local Office 6th June 1932 Port of Leghorn

No. in Reg. Book 34785 Survey held at Porto S. Stefano & Leghorn Date, First Survey 18th Jan. 1932 Last Survey 8th March 1932

on the Wood, Iron or Steel s/s "SORRISO"

TONNAGE: GROSS 6447 UNDER DK. 6338 NET 4110
Built at W. Hartlepool By whom Furness Withy & Co. Ltd. Wh n 1902 - 3mo
Owners C. Devoto fù G.B. 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 Odero-Terni-Orlando Destined Voyage Genoa =

WB=Cell DBa 127' feet; uE&B 69' feet; f 148' feet }
total capacity 907 tons. FPT 77 tons; APT 46 tons; MTA - feet 868 tons.

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last Survey.	Machinery and Boiler Surveys (including date of N.B. if any)
<u>+100.A.1.Ham.</u>		<u>+ L.M.C.</u>
<u>Shelt. Deck</u>		<u>M.S. 5-28</u>
<u>11-29.8.31</u>		<u>B.S. 5-30</u>
<u>ss.Lth.2nd.N°3-6,28</u>		<u>B.S. 7-31</u>
Date of Surv: <u>8-31</u> Ret. <u>cl 11-59</u>		

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. 87490 Port Nure

(Periodical Surveys, when held, must be reported in detail and serialism 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 Yes, to the Owner

who considered not necessary - Was a damage report made by anyone else? If so, by whom? By Insurance Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damages -

At the request of the Owner, this vessel was examined a first time afloat at Porto S. Stefano on a/c of damages alleged as being sustained on the 6th January 1932, during the voyage Arsa-Spezia with coal cargo, consequently to collision against the banks of Montecristo Inland, & afterwards having been grounded for salvage purpose at S. Liberata from where she was refloated with the assistance of tug boats, divers, etc. as by Log Book -

The vessel was found under discharge of part of the cargo, about 3800 tons, & under temporary repairs as under stated, undertaken by the salvors -

An examination of the bottom was held in my presence by a competent diver who reported that the shell plating is badly deformed & set in on port side bilge in way of deep tank, port side coal bunker, (in boiler room) & engine space on an extension of about 100', & that the rivets of these parts

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dbng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>good -</u>	<u>no</u>	<u>=</u>	(State if on Fell). When put on, Month <u>=</u> Year <u>=</u>
Caulking of Decks <u>do</u>	<u>yes</u>	Engine Room Skylights <u>good</u>	Boats <u>=</u>
Coamings <u>do</u>	<u>damaged</u>	Coal Bunkers, Open'gs, Lids, &c. <u>=</u>	Masts, Yards, &c. <u>=</u>
Beams & Fastenings <u>=</u>	Ceiling <u>=</u>	Scuppers <u>=</u>	Condition, how ascertained <u>=</u>
Outside Plating <u>damaged -</u>	Cement or Asphalt (State which.) <u>=</u>	Cargo Hatchways <u>To see</u>	(State if wedges removed) <u>=</u>
Breasthooks <u>=</u>	Rudder <u>good</u>	Hatches <u>do</u>	Sails <u>=</u>
Transoms <u>=</u>	Steering gear and its connections <u>=</u>	Planking of Wood Vessels. <u>ditto</u>	Equipment letter <u>=</u>
Transverse Frames <u>do</u>	Windlass <u>=</u>	Caulking <u>ditto</u>	Anchors, No. of <u>=</u>
Longitudinals <u>=</u>	Have Pumps now been examined and found efficient? <u>no</u>	Treenails <u>ditto</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>=</u>	Have Sluice Valves now been examined and found efficient? <u>=</u>	Breasthooks & Stemson <u>ditto</u>	" length <u>=</u> size <u>=</u>
Decks <u>=</u>	Have Watertight Doors now been examined and found efficient? <u>To see -</u>	Transoms, Pointers, & Crutches <u>ditto</u>	" (on board) <u>=</u> size <u>=</u>
Beams <u>=</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Timbers of Frame at openings <u>ditto</u>	Rule length <u>=</u> size <u>=</u>
Stringers <u>=</u>		Ditto ditto at other places <u>ditto</u>	Hawser & Warps <u>=</u>
Inner Bottom Plating <u>damaged -</u>		Stringers, Clamps & Shelves <u>ditto</u>	Standing and Running Rigging <u>=</u>
		Salting <u>ditto</u>	
		(State if examined.)	

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

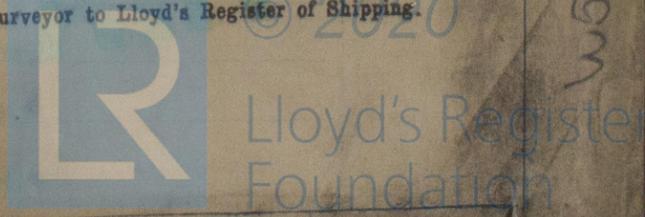
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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."

This report is done for information of the Committee, the vessel having been sold for break up.

Survey Fee (per Section 29)	£	=	=	=	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	25	0	0	<u>10th/3/1932</u>
Travelling Expenses (if chargeable)	£	2	18	0	Received by me,
Second Surveyor's Fee (if any)	£	=	=	=	<u>Not yet</u>
					<u>£.27.18.0=</u>

Committee's Minute
Character Assigned See Minute on Wreck Report No 8275
ALL CLASS.

Surveyor to Lloyd's Register of Shipping.



Is Certificate required? If so, to be sent to

W563-0147/2

were in bad conditions, that the port bilge keel is set down, badly deformed & partly disconnected for 3/4 of its length totally -

After removal of limber boards, an inside examination was held, & as far as could be seen not being the bilges properly cleaned, & the temporary repairs with cement blocks in several bilges in way of port side bunker being done to stop urgently the strong leakage from seams & rivets disconnected, it was found that the shell plating of two consecutive strakes in way of the bilge with corresponding frames & brackets for all the length of the bunker, including the bottom of fore bulkhead, were extensively deformed & disconnected inside both transversally & longitudinally -

A further examination was not possible to be extended to the deep tank bilge, the deep tank being full of cargo -

The bilges, tanks, & peaks were all sounded at distance of one day & found small difference of water in some parts, excepted of deep tank port bilge where the leakage was about 6" -

The rudder was satisfactory tested under work - During the salvage operations one manilla rope 3.1/2" size was broken, & the aft winches were damaged -

Temporary repairs : A large quantity of rivets & the seams disconnected were previously stopped outside by the diver with putty & small wood wedges - All bilges in way of port side bunker were filled up with cement boxes to stop the leakage -

In consequence of the impossibility to use the engine (as stated in machinery report) to proceed until Leghorn for permanent repairs, & docking, the vessel was towed at Leghorn after having been placed on board a big motor pump for the bilges, in addition to the auxiliary bilge pumps existing on board, in way of damaged part -

A temporary certificate was issued to proceed until Leghorn -

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

The following examinations were held at Leghorn :

Vessel placed in dry dock, bottom examined, & double bottom tanks with peaks tested & found the damages undermentioned viz :

Port side : F. strake (plates numbered from fore end) -

8th plate deformed for half length - 9th plate entirely deformed -

10th plate entirely badly deformed - 11th plate entirely badly deformed.

12th plate deformed in the bottom edge fore & after for 2' about each.

G. strake -

7th plate deformed in the aft part top edge -

s/s " S O R R I S O " (Hull)

8th plate deformed in the top part for about half length -

9th plate deformed in the top for all the length -

10th plate deformed in the top for all the length -

11th plate deformed in the top for all the length -

12th plate deformed in the top for about 2' -

The deformations of these plates are both transversally & longitudinally, between frames, that are also set in from 4" to 1' for about 1/2 breadth -

Port bilge keel deformed for 1/3 of its length in fore end, & badly set in for the remaining 2/3 of its length with T bar attaching on shell -

Starboard bilge keel aft end deformed in two parts at about 1/4 length aft -

Frames & bilges brackets deformed in port bilge 37 consecutive from fore watertight bulkhead of deep tank to aft, & 7 other ones in engine space & N°4 hold - Both watertight bulkheads in deep tank disconnected & wasted with their angle bars, in way of port bilge, but these parts have not properly examined in consequence to the cement blocks done for temporary repairs and not removed -

Eight web frames, (of which 5 in way of port bunker, 2 in deep tank, & 1 in engine room) with their angles damaged at feet in the port bilges -

Double bottom margin plates in N°2 hold port side aft, deep tank port side, port bunker, damaged on the attaching on shell -

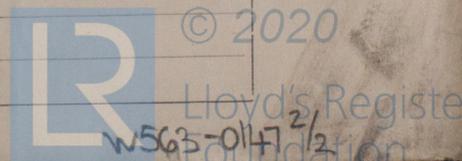
First fore keel plate under fore peak tank & N°1 double bottom set in with one floor. N°2 tank top port side in deep tank, & tank top under boiler port side & centre leaking in some parts =

A quantity of defective shell rivets : in 2nd fore keel plate under N°1 double bottom tank starboard side - in last keel plate aft - under engine double bottom tank - under N°2 double bottom tank - in keel plating under N°3 double bottom tank aft - & under N°4 double bottom tank - N°4 double bottom sounding pipe broken - Several zinc plates wanting from stern frame -

Rudder, stern frame, stem, side plating, generally seen & found good excepted for the parts over mentioned - Upper deck with superstructures found efficient -

None permanent repairs were carried out, the owner having been long time over the contemplation of the question with Underwriters, & recently having decided to break up the vessel that remained laid up until now, & has been towed at Genoa -

Handwritten signature



Vertical text on the left margin: If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.