

subject to damage through collision & corroded shell
plating being dealt with at the first opportunity. 5

Chief Ship Surveyor

Received from Chief Ship Surveyor 20 AUG 1927

No. 1 SURVEY PARTLY HELD.

NAME S.S. BOLOGNA Rpt. Gen No. 9976

remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/22.)

The S.S. No. 1 due 5. 27 has now been partly held as follows:- Fore peak, 4th & 3rd upper & lower tween decks, engine room above platform, tunnel & tunnel recess aft examined, after peak tank examined internally

and the following repairs done (due to):-

The Surveyors recommend repairs to some reverse frames on starboard side of engine room, & to the frame forward of the peak bulkhead in the tunnel recess on port & starboard sides.

It is proposed to complete the survey In October as agreed to in June last

It is submitted this proposal might be approved, and the vessel be allowed to remain as classed, record of Survey and notation of S.S. No. 1 being deferred until completion of same.

Action be deferred.

WMA 19.8.27

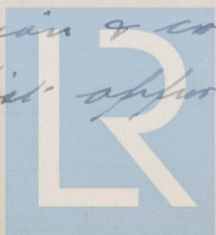
The following remains to be done to complete the S.S. No. 1 repairs viz:-

All rule requirements except the above.

Repairs as recommended above.

Damage through collision & corroded shell plating to be dealt with at first opportunity.

ING to be DRILLED when
el is 24 years old,
at next Special Survey
after.



Lloyd's Register
Foundation

WS77-0022