

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16/2/26 When landed in at Local Office 16/2/26 Port of GENOA
 No. in Reg. Book 33793 Survey held at GENOA Date, First Survey 29-10-25 Last Survey 20-1-26 19
 on the Wood, Iron or Steel Sc. Sr. "S P L E N D O R" (No. of Visits 24)

TONNAGE:— Built at Genoa By whom N. Odero & Co. When 1913 YEAR. MONTE. 8
 GROSS 6279 Owners "La Columbia" Soc. Marit. per Owners' Address Trasporto di Petrolio e Derivati
 UNDER DE. 5698 Managers Genoa Port belonging to Genoa
 NET 3727

Surveyed Afloat or in Dry Dock? yes Name of Dock Genoa Harbour Destined Voyage New York
 WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 total capacity tons. FPT tons; APT tons; MT feet 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. 25549 Port NYK

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. H. 20/1/26

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. N°3.

NOW DONE:— Vessel placed in dry dock, bottom & rudder cleaned examined and recoated. The rudder was lifted and new bushes were fitted at all pintles.

The chain cables were ranged examined and found to consist of 9-15 fms lengths each side of vessel the least diameter found being 55 m/m. Several studs of the chain cable were renewed. The anchors examined and found good.

The cargo oil tanks, cofferdams, hold, fore and after peak/tanks, tween decks, pump rooms, engine and boiler spaces, bunker oil fuel spaces and chain locker were cleared for examination, surfaces of plating and framing cleaned as necessary examined and found or made good, as under and recoated as necessary. **P. T. O.**

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

Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblng. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>"</u>	When put on, Month Year
Coamings <u>"</u>	Bulkheads <u>Good</u>	Bunkers, Open'gs, Lids, &c. <u>"</u>	Boats <u>Good</u>
Beams & Fastenings <u>as above</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>Good, Cement</u> (State which.)	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>See Riggers Report attached</u> (State if wedges removed) <u>Yes</u>
Breasthooks <u>"</u>	Rudder <u>as above</u>	Hatches <u>"</u>	Sails <u>Good</u>
Transoms <u>"</u>	Steering gear and its connections <u>Good</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>2</u>
Frames <u>as above</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>	Anchors, No. of <u>five</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>yes - "</u>	Treenails ditto <u>"</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Breasthooks & Stemson ditto <u>"</u>	length <u>270 fms</u> size <u>2 3/16"</u> (on board)
Floors <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>yes - Good</u>	Timbers of Frame at openings ditto <u>"</u>	Rule length <u>270 fms</u> size <u>2 4/16"</u>
Keelsons <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes - Good</u>	Ditto ditto at other places ditto <u>"</u>	Hawser & Warps <u>Good</u>
Stringers <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	Standing & Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>		Salting ditto <u>"</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 PEND15, &c."

This vessel is eligible in our opinion to remain as classed and to have fresh record of survey 1-26 and notation of S;S. Gen. N°3-1-26.

TUES. 26 OCT 1926

Survey Fee (per Section 29) 1.1 N. 3 Lit. 5760.00
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £ 160.00
 Second Surveyor's Fee (if any) Rigger Fee 100.00

Fees applied for, J.A.
23/11/1926
 Received by me, 10.5.1926

DUAL SURVEY
L. R. & R. I.

FRI. 14 OCT 1926
 TUES. 9 AUG 1927

Committee's Minute TUES. 2 MAR 1926

FRI. 26 MAR

TUES. 13 APR 1926

TUES. 25 JAN 1927

Character Assigned Deferred for
Write up Comp. Mch. Survey

100 P.L. (without spl. condn)
ss No 3-1-26
Carry. Petroleum in bulk
Fitted for Oil Fuel

Lloyd's Register
 FOUNDATION

Yes forwarded on 15/2/26. If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so, to be sent to

noa

Continuation of Report No.

dated 16/2/26

on the "SPLENDOR"

Large oil tanks- Strengthening as follows carried out to side framing & longitudinal bulkheads to compensate for deterioration of frames & stiffeners.

2 tank Port side- 9 bracket plates fitted to 3 channel side frames connecting upper and lower parts of the side stringers. Starboard side - 6 bracket plates channel side frames to upper and lower parts of the side stringers. One re- 90 x 90 x 9 m/m. fitted on one vertical channel stiffener on middle line

Large cargo oil tanks- Port & starboard side - Reverse angles 90 x 90 x 9 m/m channel side frames. Middle line bulkhead- Reverse angles 90 x 90 x 9 m/m channel stiffeners.

Transverse bulkheads at aft end of tank- Port & Starboard side - Reverse angles 90 x 90 x 9 m/m fitted on four vertical channel stiffeners.

Tank Transverse bulkhead at aft end of tank- Port & Starboard - Reverse angles 90 x 90 x 9 m/m fitted on 2 vertical channel stiffeners and 2 face plates 10 m/m fitted on two vertical channel stiffeners.

Deck in Mast- Doubling plate fitted to compensate for deterioration of plating of level of fore and aft gangway.

Deck plating under donkey boiler- found deteriorated was cropped as necessary.

Removal of new boilers- to facilitate the fitting in place of new boilers at this time the frames through beams and pillars supporting same in the machinery space were removed as necessary and afterwards fitted again in place as previously.

DUAL SURVEY
L. R. & R. I.

J.S.D. & J.A.



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Foundation

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