

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 16/2/26 When handed in at Local Office 16/2/26 Port of GENOA  
No. in Survey held at GENOA Date, First Survey 29-10-25 Last Survey 20-1-26 19  
Reg. Book. 33793 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 8  
GROSS 6279 Owners "La Columbia" Soc. Marit. per Owners' Address  
UNDER DE. 5698 Trasporto di Petrolio e Derivati (if not already recorded in Appendix to Register Book)  
NET 3727 Managers Port belonging to Genoa

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  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptND15, &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 Mt. 5760.00  
Special Damage or Repair Fee (if any) (per Sec. 29)  
Travelling Expenses (if chargeable) 160.00  
Second Surveyor's Fee (if any) Rigger Fee 100.00

Committee's Minute TUES. 2 MAR 1926

Character Assigned

Deferred for Comp. Mch. Survey

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

DUAL SURVEY  
L.R. & R.I.

FRI. 14 OCT 1927

TUES. 9 AUG 1927

Surveyor to Lloyd's Register of Shipping.

TUES. 25 JAN 1927

100 Mt. (without spt. condn)

ss No 3-1-26

Carry. Petrol in bulk

Fitted for Oil Fuel

Lloyd's Register  
Foundation



The inner bottom plating in machinery space and in way of deep oil fuel spaces, engine seating and boiler ~~base~~ <sup>bearers</sup> were examined and found good.

The cargo oil tanks, cofferdams, oil fuel bunker spaces, double bottom tanks & after peak tanks, were tested to Rule requirements and found in order.

The plating in way of the side lights was examined and found good.

The engine and boiler casings, hatchway coamings & covers to cargo oil tank and also expansion trunks, hold, ventilator coamings and covers examined and found good. The paulins, cleats and battens and bolts and screws for securing the hatches found good. Decks and their sheathings examined and repaired as under.

wedges removed  
The main

The masts, spars and rigging, general equipment and boats examined and four made good. (See Rigger's Report attached)

The steering engine and gear, their connections, quadrant & tiller, pumps, watertight doors & air and sounding pipes examined and found or made good. Double plates fitted under sounding pipes.

The freeboard marks on both sides of the ship were verified with the ship certificates and found correct.

WEAR & TEAR REPAIRS:- One shell plate in second strake counting from keel plate in No2 cargo tank port side of vessel/found deteriorated, was renewed.

In the fore peak in the 6th strake of plating at fore end of vessel found first and second shell plates counting from the fore end of vessel cracked close frames on port side and close to 3 frames on starboard side of vessel in way of panting stringer. These cracks were at frames between panting beams and at these frames brackets were not fitted to the panting stringer.

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

ANCHORS.																	
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when to Superintende
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream .....																
	Kedge.....																

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

[illegible]

The damaged shell plates were removed and renewed and the shell connection of the panting stringer in way was made of double angles. previously single angle- and bracket plates fitted connecting all frames to the panting stringer.

A number of defective rivets in the shell plating were renewed.

A number of leaking rivets in boundary angle of bulkhead of deep oil fuel bunker renewed, foremost stringer plate of poop deck, and 3 deck plates at fore end of poop deck, found deteriorated were renewed, also one poop deck plate in way doubled on starboard side of vessel in way of deep oil fuel bunker.



oil fuel  
tanks- Strengthening as follows carried out to side framing &  
and 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

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  
on  
9 m/m fitted/four vertical channel stiffeners.

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

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.

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

DUAL SURVEY  
L. R. & R. I.

J.S.D. & J.A.



© 2020

Lloyd's Register  
Foundation

W594-0172 (2/2)