

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5/3/34 When handed in at Local Office 5/3/34 Port of GENOA
No. in Reg. Book 34548 Survey held at GENOA Date, First Survey 7/2/34 Last Survey 13/2/34
on the WOODCOCK Steel Sc. "SANTONI" (No. of Visits Seven)

TONNAGE Built at Newcastle By whom Swan, Hunter & Wigham Richard YEAR. MONTH. 1909 5
GROSS 5235 Owners Scopinich & Monta Owners' Address son.
UNDER DE. 4863 Managers - (if not already recorded in Appendix to Register Book).
NET 3115 Port belonging to Genoa

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage Batum
WB=CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }
Particulars of Classification (which must be inserted 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. 3431 Port Nap

Medical 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 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 placement 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 8/2/34

Image 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, not

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.
Years Afloat since last Survey.
Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I. 12-33
* LMC.10-30 B.S.3-33
ss. Mob. N°3-12-21
ss. Bbo. N°2-30
C.L.4-31
Carrying Petroleum in bulk.
Fitted for oil 12-21 F.P. above 150°F.
Society's Freeboard (if assigned) as painted on Ship and now verified DUAL

required Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMMENCEMENT OF THE 2nd SPECIAL SURVEY N°3. WEAR AND TEAR, DAMAGE REPAIRS AND GENERAL EXAMINATION.

DONE:- PART 2nd S.S.N°3. Hold forward with corresponding tween decks, tween decks above fore peak tank, forward and after pump rooms cleaned, examined, found satisfactory or as stated over. Fore and after peak tanks, forward deep tank (for water), cleaned, examined inside and found good. Port and starboard cargo tanks (total number nine; numbered from aft) Nos. 5, 6, 7, 8 & 9 with their expansion trunks, thoroughly cleaned, steel work examined and either found good or as over; inner surface of bottom plating specially examined, including in way of suction pipes, and only pitting of a slight nature found in places.—

According to the informations received from the Owners this tanker has been carrying fuel oil and lubricating oil during the last four years. P.T.O.

RY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed in part	2	7	1		✓	✓	✓	
Removed and Faired or Repaired	1	1	✓	✓	✓	✓	✓	Please see body of Rpt.
Faired or Repaired in place	1	1	✓	✓	9	2	✓	

CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
of Decks	as above good	as above fitted	(State if on Felt).
Fastenings	as above good	as above good	When put on, Month ✓ Year ✓
Plating	as above good	as above good	Boats ✓
Stays	as above good	as above good	Masts, Yards, &c. ✓
Condition, how ascertained	as above good	as above good	by Rigger
Sails	as above good	as above good	(State if wedges removed) none
Equipment letter	as above good	as above good	✓
Anchors, No. of	as above good	as above good	✓
Cables (State if now ranged)	as above good	as above good	no
length (on board)	as above good	as above good	size
Rule length	as above good	as above good	size
Hawser & Warps	as above good	as above good	size
Standing and Running Rigging	as above good	as above good	size

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 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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible, in my opinion, to remain as classed without fresh record of survey. of S.S.2nd N°3, with place and date, being deferred pending completion of the survey above, subject to the bottom & rudder being specially examined for grounding at the next docking.

Comm. S.S.2nd N°3
& Pt. Gen. Exam. Lit. 1200.—
Fees applied for, 5/3/34.
Received by me, J.A.
Rigger Fee 100.—
Late Fee 100.—

DUAL SURVEY
L.R. & R.I.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 23 MAR 1934

WED. 4 APR 1934

Character Assigned

Deferred for repairs
& Comp. 2nd N°3 Rb



Lloyd's Register
Foundation

W680-0031 (1/4)

Masts, (wedges not fitted), spars & rigging examined and found in satisfactory condition and as per Rigger Rpt. 14 attached. Steering chains & connections, air and sounding pipes (doubling plates fitted under the latter) in spaces as above, examined and found or placed in good and efficient condition. It was not deemed necessary to drill any part of the internal steel structure in the spaces examined.

WEAR AND TEAR REPAIRS CARRIED OUT.- Hatch coaming angle of the port cargo tank No. 9 found corroded, renewed. A number of slack rivets through both flanges of the angles connecting the side keelson brackets to the boundary bulkheads, in the above cargo tanks, renewed.

TO COMPLETE THE 2nd S.S. No. 3 all remaining requirements to be carried out and the following examination & repairs to be effected:-

- 1) A number of bolts in boundary bulkheads of cargo tanks Nos. 5, 7 & 8 to be replaced by rivets;
- 2) Cargo tank No. 8 port, one web of the forward bulkhead and two webs of the middle line bulkhead, showing signs of buckling, to be strengthened; in my opinion these webs are efficient for the present,
- 3) Tank top of the forward deep tank to be examined on port side aft in way of the pumps;
- 4) Fore peak tank top to be examined in way of the chain locker;
- 5) Panting beams above fore peak to be stiffened at upper edge;
- 6) Port & starboard lower diaphragm plates in forward pump room, and port lower one in the after pump room, found bolted to the connecting angles, to be properly riveted.

The Owners' proposal to advance, and probably complete, this special survey in June next is forwarded for favourable consideration in view of the dry-docking survey carried out at Le Havre in December last, the repairs now effected and the general examination held as over. The Owners stated that they will try to arrange to have the vessel at Genoa in June next to deal with the outstanding surveys, and therefore the print of the midship section, forwarded to us with your letter "H" of the 8/2/34, is retained in this Office for further reference.

DAMAGE I.) alleged to have been sustained through collision with the s.s. "SUNION" on the 27/11/33 in the estuary of the River Seine (please see Le Havre Surveyors Rpt. No. 7064 dated 7/12/33).

PERMANENT REPAIRS EFFECTED.- The damage was found to be confined on starboard side and was dealt with as follows (plates & frames numbered from stem):-

Shell plating:-

Sheer strake, Nos. 1 & 2 plates cut, where fractured, & renewed with one plate 11 frame spaces long (new butt laps between frames 5-6 & 16-17),

1st Strake below sheer strake, No. 1 plate, set in at after end, faired in place,

No. 2 plate indented at the forward end, carefully cut between frames 12 & 13, fore part removed, faired, replaced and new flush butt efficiently strapped.

Framing:-

Angle frames: No. 6 buckled, renewed between 2½ feet above 2nd deck up to 1 foot above upper deck;

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Port of GENOA,

Continuation of Report No. 13293 dated

5/3/34.

on the

Nos. 8 & 10 fractured, renewed from original scarph, under 2nd deck, up to forecastle deck;

N°. 13 fractured, renewed from original scarph up to 2½ feet above upper deck;

N°. 14 buckled, faired in place & reverse angle on same renewed for 5 feet across upper deck;

N°. 15 buckled, renewed for 6 feet across upper deck.

The new butts of these frames have been efficiently strapped by bosom angles.

Bulb angle frames: - N°. 7 buckled, cut at the level of the upper and 2nd deck, removed, faired and replaced;

N°. 9 & 12 fractured, cut as above and renewed in tween decks.

The cut frames have been attached by Rule brackets to upper and 2nd decks.

Collision Bulkhead. Side plate buckled, removed, faired and replaced; boundary angle in tween decks renewed or faired in place as required.

Upper deck. Stringer plating, in way of the shell damage, slightly buckled, faired in place; shell lugs renewed between frames 5 & 17 and the inner continuous angle renewed between frames 3 & 17. Wood sheathing and cement in boxes between frames removed as necessary, for effecting the above repairs, and replaced in good order. Beams in way of the above damaged frames slightly bent at the outer end, faired in place and their buckled knees, removed, faired and replaced.

2nd. Deck. Stringer plating slightly buckled, faired in place; one shell lug (between frames 12 & 13) renewed, the remainder removed and replaced as required.

On completion of these repairs the shell plating, collision bulkhead and decks were home tested, where dealt with, and found or made satisfactory.

DAMAGE II) alleged to have been sustained through heavy weather on the 30/12/33 on the voyage from Baytown Tex. to Savona (Please see Naples Surveyor's Report N°. 3431 dated 1/2/34).

EXAMINATION HELD & REPAIRS EFFECTED. - In addition to the cargo tanks examined for Special Survey, also Nos. 1, 2, 3 & 4 port and starboard were cleaned, generally examined inside and found satisfactory for the present. A number of cement boxes were observed in way of the riveting connections of the side keelsons to bulkheads; they were re-examined under water test, as stated under, and found to be tight. Port and starboard cargo tanks Nos. 2, 4, 6 & 8 filled with water to the top of the hatchway in the expansion trunks, examined and found satisfactory. It was arranged with the Owners that these tanks be retested for special survey when existing cement boxes & bolts through boundary bulkheads, as above, have been removed and dealt with.

Brake of block and tackles connected to the quadrant, renewed as necessary; defective riveting through the plate quadrant and angles renewed. The broken steel tie rod of the starboard after buffer spring, renewed. The defective sleeve coupling of the controlling shaft of the steering gear, placed in good working condition.

DAMAGE III.) alleged to have been sustained through the anchor dragging, during a strong

P.T.O.

gale at Genoa Harbour on the 4/2/34, and the rudder touching the bottom.

NOW DONE:- At the request of the Registro Italiano Navale ed Aeronautico a diver examined the underwater part of the stern frame & rudder and reported that no apparent damage was found except signs of scoring at lower part of the stern frame & lower rudder arm and the rudder plate at bottom end slightly set on to port. The part of the rudder above the water line was also carefully examined & the locking pintle, which was found slack, was removed, the cone re-adjusted and pintle replaced with a new nut. The rudder was afterwards tried by hand & steam and found to be working satisfactorily. It was recommended that the bottom and rudder be specially examined at the next dry-docking on account of the above reported damage.

GENERAL EXAMINATION.- In addition to examinations as above stated, the shell plating above the water line, weather decks, ventilator and hatchway coamings with their supports, covers and battening down arrangements, superstructures, skylights and companions, engine and boiler spaces, above foot plates, windlass & steering gears, generally examined and found in good and efficient condition for the present.

Cofferdams, O.F. bunkers and double bottom tank under the boilers could not be prepared for examination being part filled with oil fuel or water.

J.A.