

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office 17 SEP 1936)

No. 11378

Date of writing Report 31. 8. 1936 When handed in at Local Office 12. 9. 1936 Port of TRIESTE
No. in Survey held at Trieste & Lancia Date, First Survey Apr 25 Last Survey Aug 27 1936
Reg. Book. 73465 on the Wood Iron or Steel Tri. S. S. CONTE ROSSO (No. of Visits twenty-eight)

TONNAGE: GROSS 17856 Built at Glasgow By whom W. Beardmore & Co Ltd When 1922-2
UNDER DEK 11201 Owners Lloyd Triestino Owners' Address (if not already recorded in Appendix to Register Book).
NET 9996 Managers Port belonging to Trieste

Surveyed Afloat or in Dry Dock? both Name of Dock Soc. Venez. Esercizio Basin Destined Voyage Shanghai

WB=Cell DB=453 feet; u&B feet; f feet
total capacity 1335 tons. FPT 88 tons; APT 78 tons; MT 13 feet 126 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. 11111 Port 7M

Periodical Surveys, when held, must be reported in detail and agreement 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

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 3 Alterations.

S.S. No. 3 (Please see Tri. letter to the Secretary dated 28.4.36 and Secretary's reply in clearing letter dated 5.5.36, regarding the repetition of the S.S. No. 3 and the exemption of the internal examination of the oil fuel Bunkers & oil fuel carrying Double Bottom Tanks).
Vessel placed in Dry Dock, bottom & inside cleaned, examined & renovated. Rudder lifted and rivet renewed.
Holds, Tween decks Superstructure spaces, peaks, chain locker, engine room spaces cleared & examined, oil fuel Bunkers and oil fuel carrying Double Bottom Tanks tested as per Rules (internal examination dispensed with). Water carrying Double Bottom

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	good	in order	(State if on Port). When put on, Month Year
Caulking of Decks	yes	Dble. Plates under Sounding Pipes	Boats
Coamings	good	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	good	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained by examination (State if wedges removed)
Outside Plating	good	Oil Bunkers	Sails
in way of sidelights	good	Scuppers	Equipment letter
Breasthooks	good	Cargo Hatchways	Anchors, No. of
Transoms	good	Hatches	Chain Locker
Frames	good	Planing of Wood Vessels	Cables (State if now ranged)
Reverse Frames	good	Caulking	length 330 ft. mean diam. 3" 1/2"
Longitudinals	good	Trenails	Rule length 330 ft. size 3"
Transverses	good	Breasthooks & Stems	Hawser & Warps
Floors	good	Transoms Pointers, & Crutches	Standing and Running Rigging
Keelsons	good	Timbers of Frame at openings	
Stringers	good	Ditto Ditto at other places	
Inner Bottom Plating	good	Stringers, Clamps & Sheifs	
	and found efficient? yes	Salting (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 ptd24, &c."

It is submitted this vessel is worthy to remain as classed with fresh record of survey 8.36 and into the notation of S.S. Tri. No. 3-8.36, subject to riveting in keel plates at after end being specially examined at next dry docking.

Survey Fee (per Section 28) £9330-
Alterations &c £200-
Special Damage or Repair Fee (if any) £-
Travelling Expenses (if chargeable) £430-
Second Surveyor's Fee (if any) £40-
Fees applied for 9/9/ 1936
Received by me, 27.10.1936

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 OCT 1936
Character Assigned 100A1 With fl. Subject
Note: Fitted for oil fuel & Lube 9.36
S.S. 3-8.36 + Lube 9.36
S.S. 3-8.36 + Lube 9.36
FRI. 20 OCT 1936
FRI. 13 NOV 1936
FRI. 20 NOV 1936
FRI. 5 FEB 1937



T.M. No. 1. S. "CONTE ROSSO".

Peak & Deep Tanks opened up, cleaned, examined internally, cemented & tested as per Rules. Both surfaces of Shell plating, frames, Bends, Cylinders & Griller beams and all steel work exposed, freed from rust, examined and afterwards recased as necessary. Plating examined in way of side light. It was considered not necessary to drill the Shell.

Sticks, Ventilators, coaming covers examined; cables raised & examined; anchors, general equipment, masts, spars & rigging examined (no wedges) - Please see Rigger's Rpt attached herewith -; hatches examined in position; the whole steering arrangement, windlass & W. T. Doors examined in working condition; air & sounding pipes examined; greenboard verified.

work & ten repairs

Some corroded rivets in keel plates at after End renewed and some repaired by electric welding.

Note on account of impossibility to remove a greater number of keel blocks and examine the riveting properly, arrangement has been made with owner's Superintendent for having the riveting in keel plates at after End specially examined at next dry docking.

after W.T. floor of E.L. Tank No. 6, 5th side, now repaired by fitting reverse bars to 2 vertical stiffeners.

Deck over Dynamo Room, under Rejected spaces (Tunnel flat) repaired & several plates renewed and some doublers fitted.

Several repairs of minor importance have also been satisfactorily carried out.

Alterations

- 1) F.W. Deep Tank between frames 84-90, on 5th side, altered into a machinery compartment for the accommodation of auxiliary machinery for the new Loeffler Boiler, as per approved plan forwarded on 17. 10. 35.
- 2) In cylinder space new seatings for the new Escher-Wyss Turbines fitted, as per approved plan forwarded on 9. 12. 35.
- 3) In after Griller space, on 5th side, seatings for the new Loeffler Boiler fitted, as per approved plan forwarded on 9. 12. 35.
- 4) A new ^{open air} swimming pool has been provided on boat deck between frames 125-135 and the piling arrangement in way suitably strengthened.