Rpt. 8.

(Received at London Office 17 MAR 1951) No. 18056

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3 - 3 - 1951 When handed in at Local Office 5 - 3 - 1951 Port of Genoa

No. in Reg. Book. 04627 Survey held at Genoa Date, First Survey 8 - 1 - 51 Last Survey 21 - 2 - 1951

91105 on the ~~Wood, Iron or~~ Steel S/S Campania ex Tilsington Court (No. of Visits 10)

TONNAGE :— GROSS 6962 UNDER DK. 6575 NET 4298

Built at Newcastle By whom Armstrong Whitworth & Co Ld When YEAR. 1928 MONTH. 10

Owners Ditta Luigi Pittaluga Vapori Owners' Address —
(If not already recorded in Appendix to Register Book).

Managers — Port belonging to Genoa

Surveyed Afloat ~~or in Dry Dock?~~ Name of Dock Destined Voyage —

Cell D B or D B a feet ; ~~E & B~~ feet ; f feet

total capacity tons. FPT tons ; APT tons ; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 76390 Port fls

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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? —

Particulars of Classification (which must be inserted or ratified) as to Register Book & Supplements)

CHARACTER. (If for Special Survey, Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100A1	✠ LMC 2,47
with freeboard	BS 3,50
~~3.50~~ 11.50	TsCL 3,50
ss Shl - 2,47	

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft 6 ins. ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Commencement of special survey (C) and conversion to O.F.

Now done for

A) Commencement of SS

Holds, deaks, tweendecks, bunker and machinery spaces cleared, ceiling lifted - Steelwork and plating in way of openings scaled examined and coated where necessary. All double bottom tanks, fore and after peak tanks and new O.F bunkers examined internally. - Steelwork at side lights examined. - Double bottom tanks N°1, 2, 3, 4 (ex dry tank), 5 (under E.R), after peak tank, new o.f bunkers and new o.f settling tanks tested to Rule requirements. - Decks examined. - Masts, rigging, hatches (in position at the hatchways), P.&S.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed	✓	-	✓			-		
Removed and Faired or Repaired	✓	1	1			1		
Faired or Repaired in place	3	-	-			✓		

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good
Caulking of Decks	"	Ceiling	"
Coamings	"	Cement or Asphalt	"
Beams & Fastenings	"	Rudder	✓
Outside Plating	"	Steering gear and its connections	good
" " in way of sidelights	"	Windlass	"
Frames	"	Have pumps been examined and found efficient?	yes
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	yes
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes
Doors	good	Air and Sounding Pipes	good
Pelsons	"	Doubling Plates under Sounding Pipes	"
Fingers	"		
Inner Bottom Plating	"		
Have the Tanks been examined internally?	yes		
Have the Tanks been tested?	see above		

Engine Room Skylights	good
Coal Bunkers, Openings, Covers, &c.	"
Oil Bunkers	"
Scuppers	good
Cargo Hatchways	"
Hatches	"
Planking	7
Caulking	
Treenails	
Breasthooks & Stemson	
Transoms, Pointers & Crutches	
Timbers of Frame at openings	
" " at other places	
Stringers, Clamps & Shelves	
Salting	

State if examined.

Copper, or Y.M. (State if on Felt.)	
When fitted, Month	Year
Boats	good
Masts, Yards, &c.	
Condition, how ascertained (State if wedges removed.)	see Rigger Rpt
Equipment letter	2T 57 ✓
Anchors. No. of	3B + 1S ✓
Cables (State if now ranged)	no stated in order
" length (on board.) mean diamr.	
" Rule length 270 size	2 5/16 ✓
Chain Locker	✓
Hawsers & Warps	stated good
Standing and Running Rigging	"
Sails	✓

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1.38."

This ship, as now seen, is, in my opinion, worthy to be continued as classed without fresh record of survey, the notation of SS.-(with place and date) being deferred until completion of survey including repairs to N°4 tweendeck beams) and to have notation of "Fitted for o.f. 3,51 F.P. 160 ft" inserted in the Register Book at this time — Cargo battens not fitted. —

Survey Fee (per Section 29) COMM. S.S. CERT. 19.490.=
O.F. CONVERSION - - - - " 45.000.=
Special Damage or Repair Fee (if any) (per Sec. 29) " 9.400.=
CAR FUND — " 4.978.=
Travelling Expenses (if chargeable) " 5.032.=
RIGGER'S FEE — " 1.000.=
Second Surveyor's Fee (if any) REV. TAX " 7.797.=

Fees applied for, 14. 3. 1951

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 11 APR 1951

Character Assigned As now, subject Cargo battens not fitted

TUES. 11 DEC 1951 approved

Is Certificate required? If so, to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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steering gear, steering arrangements (steering chains stated annealed at Glasgow 11,50), quadrant and tiller, windlass, pumps, watertight door, air and sounding pipes, ventilators, general equipment examined.

Freeboard verified

S.R.L. N°111.- 1) "Repairs to indntd shell pltg & c(psf) by next S.S." now effected (see under "Damage Repairs")

2) "Fit cargo battens first opp." As the ship is at present intended to carry only coal or ore, it is not intention of the Owners to fit cargo battens and they agree to have the notation "Cargo battens not fitted" in the Reg. Book.- 3) "Repairs to set down tank top in N°3 Hold(ss) by next S.S." now effected (see under "Damage Repairs"

B) Wear and tear repairs now satisfactorily carried out

1) Ex tweendeck bunkers: Two 2nd deck plates p.s renewed, 2nd deck stringer plates(p&s) doubled in places.- Two vent. ducts and one air pipe partly renewed.

2) Tweendeck N°4: 2nd deck stringer plates (p&s) doubled in places.- A number of frames (p&s) (found corroded at foot) now partly renewed. As this tweendeck was examined shortly before the vessel sailed the repair of frames could not be completed and it has been recommended that same be carried out

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge.....																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire											

before completion of SS.

3) Engine Room: Rivets to 5 gussets (ps) & 8 (ss) (found slack) renewed.

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9a.

Port of GENOA Continuation of Report No. 18056 dated 3.3.51 on the

½ "CAMPANIA".

To complete the special survey the following remain to be carried out

1) Vessel to be placed in dry dock. Bottom & rudder to be examined

2) Double bottom tanks N°6 & 7 (under Holds N°4 & 5) and forepeak tank to be tested.

3) Chain cables to be ranged and examined, chain locker to be examined.

4) Anchors to be examined

5) Frames in tweendeck N°4 (corroded at foot) to be repaired.

c) Damages cause unknown

The following repairs have now been satisfactorily carried out:

1) port side: Shell plate N°2 from fwd of 4th strake below sheerstrake released and faired in place.- One frame inway cropped faired and replaced - One collision Bkhd wing plate partly renewed - Collision Bkhd boundary angle inway cropped faired and replaced

2) std side: shell plates N°3 & 4 of 4th strake below sheerstrake released and faired in place.

3) One plate of tanktop in N°3 hold cropped and partly renewed

Conversion to Oil fuel

This vessel has now been converted to burning O.F. in accordance with the plans approved in this Office and already forwarded to London.- The coal crossbunker has been altered and converted into 2 O.F. bunkers (p&s).- The coal hatchways on 2nd deck have been removed and the deck in way completely closed Two O.F. settling tanks, which are not part of the ship structures, have been constructed and fitted in the tweendeck abreast of E.R. casing, which has been separated by the tweendeck N°3 by mean of a wooden Bkhd.- The ashshoot has been removed and the corresponding openings on deck & shell plating permanently closed.- Double bottom tanks N°3 & 4 have been also converted to O.F. - The applicable requirementes of Sec 20 of the Rules have been complied with.

NB The ship is now engaged in a charter until next August or September when the Owners propose to complete the S.S. This proposal is submitted for the favorable consideration of the Committee

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