

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 4/11/1947 When handed in at Local Office 4/11/1947

Port of TRIESTE

No. in Survey held at TRIESTE

Date, First Survey 21/1/47 Last Survey 24/10/1947

Reg. Book.

(No. of Visits 52)

on the Wood, Iron or Steel DIANA

TONNAGE:-

Built at PALERMO

By whom CANT. NAV. RIUNITI

When 1923

GROSS 3324

Owners 'ADRIATICA' SOC. ANON DI NAV.

Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DK. 2861

Managers

Port belonging to VENICE

NET 1994

Surveyed Afloat or in Dry Dock? BOTH.

Name of Dock ARSENALE TRIESTINO.

Destined Voyage

Cell DBor DBa

feet; uE&amp;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 &amp; Supplements)

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

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.

Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Survey 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 YES

Society's Freeboard (if assigned) as painted on Ship and now verified

NOT REQUIRED.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, DAMAGE &amp; CONVERSION TO BURNING OIL FUEL

DAMAGE STATED TO HAVE BEEN CAUSED BY VESSEL BEING TORPEDOED AND BOMBED ON VARIOUS DATES DURING 1943, -45

CLASSIFICATION

Vessel placed in dry dock, the shell plating and Rudder

NOW DONE

cleared, laminated and recoated.

4 main holds, Tween decks, Decks, Engine and Boiler spaces, under engine and boiler, Chain Locker, Fox & after peak tanks internally, Fox & after peak space all 50. tanks internally, Tanks at ends of tunnel internally, Plating under side-lights, Hatchways, coamings, Supports, tarpaulins, cleats and Battering arrangements, air & sounding, masts, rigging, windlass, steering gear, ventilator, W. I. Room, General Equipment and Boats. Freeboard verified.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

P.T.O.

Removed

54

93

-

208.38

9.92

15

48

Please see Report.

Removed and Faired or Repaired

22.5

111

-

38.5

23

4

19

Faired or Repaired in place

6

10

-

-

-

3

PRESENT CONDITION OF THE

Decks 9000

Bulkheads 9000

Engine Room Skylights 9000

Copper, or Y.M.

(State if on Fell.)

When fitted, Month Year

Caulking of Decks

Ceiling

Coal Bunkers, Openings, Covers, &amp;c.

Boats 9000

Coamings

Cement or Asphalt

Oil Bunkers. SEE CONV. TO OIL FUEL

Masts, Yards, &amp;c.

Beams &amp; Fastenings

Rudder

Scuppers 9000

Condition, how ascertained BY EXAM. (SEE)

(State if wedges removed) NONE RPT

Outside Plating

Steering gear and its connections

Cargo Hatchways

Equipment letter

,, in way of sidelights

Windlass

Hatches

Anchors, No. of

Frames

Have pumps been examined and found efficient? YES

Planking

Cables (State if now ranged) YES

Reverse Frames

Have Sluice Valves been examined and found efficient? YES

Caulking

,, length 523m = 286F 46-48m/m

Longitudinals

Have Watertight Doors been examined and found efficient? YES

Treenails

,, (on board) mean diam.

Transverses

Have Ventilators and their Coamings been examined and found efficient? YES

Breasthooks &amp; Stemson

,, Rule length 270 size 1 5/16

Floors

Air and Sounding Pipes

Transoms, Pointers &amp; Crutches

Chain Locker 9000

Keelsons

Doubling Plates under Sounding Pipes

Timbers of Frame at openings

Hawser &amp; Warps

Stringers

Have the Tanks been examined internally? YES

,, at other places

Standing and Running Rigging

Inner Bottom Plating

Have the Tanks been tested? YES

Stringers, Clamps &amp; Shelves

Sails

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 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."

The Requirements of the Rules for vessels not built under survey having been complied with, this vessel is eligible in our opinion to be classed 100A2 with record of Survey 10, 47 and to have the notation of S.S. Tri.-10, 47 (DR)

Survey Fee (per Section 29) £

Fees applied for,

Special Damage or Repair Fee (if any) £ see later:

19

Travelling Expenses (if chargeable) £

Received by me,

Second Surveyor's Fee (if any) £

19

Committee's Minute

Character Assigned See minute on F.E. Rpt.

Surveyor to Lloyd's Register of Shipping.

WED. 14 APR 1948



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Lloyd's Register Foundation

003092-003099-0191 1/4







CONT. SHEET. 2.

DIANA

TANKS NO 1 D.B.T

5 Floors removed, faired and refitted.

STARBOARD S.

2 Tank margin plates renewed.

10 Bilge brackets renewed and 3 removed, faired and refitted.

NO 2 D.B.T

Center girders cropped and port renewed, together with top and bottom bar.

11 Floors on Port side removed, faired and refitted.

8 Floors on Starboard side removed, faired and refitted.

2 Tank top plates on Starboard side renewed.

NO 4 D.B.T

3 Floors removed, faired and refitted.

PORT

3 Interstals renewed

4 Tank top plates renewed.

NO 5 D.B.T

8 Tank top plates renewed.

PORT

15 Floors and 2 Tank margin plates renewed (12 Solid floors and 3 Bracket floor)

NO 6 TANK

14 Floor cropped, port removed, faired and refitted (6 Solid and 8 Bracket)

PORT

STARBOARD

11 Floor removed, faired and refitted (5 Solid and 6 Bracket)

1 Tank top plate renewed and 4 removed, faired and refitted.

15 Bilge brackets renewed

2 Center girder plates removed, faired and refitted together with top and bottom bar.

NO 8 TANK

4 Floors renewed on port side

9 Bilge brackets renewed, port and Starboard.

TANKS AT

4 Beams removed, faired and refitted.

SIDES OF TUNNEL

2 Bulkhead plates renewed

2 Bulkhead plates and 5 Stiffeners removed, faired and refitted.

9 Tunnel plates renewed and 9 removed, faired and refitted.

13 Tunnel rings removed, faired and refitted.

19 Brackets renewed.

DECKS

5 Upper deck stringer plates renewed and 6 removed, faired and refitted.

43 Upper Deck plates in A, B &amp; C strakes renewed and 13 removed, faired and refitted.

3 Upper deck plates faired in place

23 Beams removed, faired and refitted.

9 Beams cropped and port renewed.

881

Please see Cont Sheet 3



CONT. SHEET. 3

DIANA

BULKHEADS.

AFTER BHD. OF NO 3 HOLD.

11 Bulkhead plates renewed

FR. 34.

12 Stiffeners renewed and 5 removed, faired and refitted.

Bulkhead Boundary Bars renewed, entirely.

FORD. BHD. OF NO 2 HOLD.  
FR. 111

3 Bulkhead plates and 3 Stiffeners removed, faired and refitted.

FUEL OIL SIDE GUNKBES  
PORT

13 Stiffeners on longitudinal bulkhead renewed and 3 removed, faired and refitted.

6 Plates on forward bulkhead renewed

3 Stiffeners on forward bulkhead renewed.

5 Plates on internal bulkhead at Tr. 69 renewed and 1 removed, faired and refitted.

3 Stiffeners renewed and 1 faired in place

4 Plate on after bulkhead removed, faired and refitted.

a number of minor damage repairs effected.

On completion of repairs Peak Tank, all SB Tanks and Tanks at Sides of tunnel tested and found in order.

CONVERSION TO OIL FUEL.

Tanks 1, 2, 3, 4, 6 and 7 SB Tanks have now been converted to oil fuel

to 5 SB Tank is used for carrying fresh water.

On Examination it was found that cofferdams had already been fitted between tanks 4 and 5 and between tanks 5 and 6 tank. These have been examined and found to conform to Rule Requirements.

The ceiling in the holds has been lifted and refitted on battens to Rule Requirements.

The tank top seams in tracky space in way of SB Tanks used for oil fuel have been reinforced with elec. welding.

The tank top plating was drilled and found in order.

oil fuel is also carried in side tanks abeam the Boiler Room from Tr. 63-84 on starb. side and from Tr. 61-84 on Port side

These tanks were constructed in 1942 and are as shown on approved plan of midship section, but were not used for the carriage of oil fuel. Gutters and wood sheathings have been fitted in way of No 2 Hold as per Rule Requirements. The drip traps in way of Boiler top as indicated in red on approved plans of oil fuel installation have not yet been fitted. The necessary material has been prepared by the Repairs and it is expected that same will be put in place, on the vessel's return to Trieste in a few weeks time.



air and sounding pipes have been fitted to Side Bunkers,  
oil fuel S.B. tanks and cofferdams to Rule Requirements.  
on completion all S.B. tanks and oil fuel side bunkers  
tested and found satisfactory. The existing structure in oil fuel side  
bunkers was examined and found in order.

S.B.



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