

Rpt. 8

Port of GENOA

No. 22462

Date of writing Report 18th June 1957

When handed in at Local Office

Received London

2 JUL 1957

Survey held at Genoa

No. of Visits 22

First Date 8.3 19 57

Last Date 1.6 19 57

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

79903

on the Iron or Steel M.S.

"TASMANIA"

Built at Chester, Pa

By Whom Sun S.B. & D.D. Co.

Tons gross 7638
Year 1940
Month -

Owners Cia. Nav. Tasmania S.A.

Owners' address
(If not already in R.B.)

Managers Hellenic Mediterranean Lines Co.Ltd.

Port of Registry

Piraeus

Surveyed Afloat or in Drydock both

Name of Dock Grazie N°3

Date of last exam. in Drydock 22.5.57

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report No.

To be filed in at Head Office.

Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Various letters

Give dates and references to any letters relating to this Report for particulars see body of Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined.

One Damage Report

Freeboard as marked on ship and now verified 1374 mm.

already forwarded, attached to Genoa letter dated 24.5.57. - One damage Rpt. attached hereto.

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

EXAMINATION AND REPAIRS AS PER RULE FOR: A) COMPLETION OF SPECIAL SURVEY. B) ANNUAL SURVEY. C) REPAIRS OF DAMAGE CAUSED BY GROUNDING 3.4.56 AND D) CONTACT WITH QUAY 21.1.57 E) ALTERATIONS F) LOADLINE RENEWAL SURVEY and G) TESTING OF DERRICKS.

NOW DONE FOR:

A) COMPLETION OF SPECIAL SURVEY "C"

Parts examined and/or tested as indicated in Table 1 and Table 2 overleaf with the mark "S.S." in brackets. For date of Special Survey please see Head Office Telegram of the 24th May last. Cargo battens are not fitted in cargo spaces and the Owners have agreed that the notation NS be inserted in the Register Book.

B) ANNUAL SURVEY

Parts examined as indicated in Table 1 and Table 2 overleaf, with the mark "A.S." in brackets.

C) DAMAGE STATED TO HAVE BEEN CAUSED BY GROUNDING AT THE ENTRANCE TO PORT PHILLIP BAY ON THE 3rd APRIL 1956. (Please refer also to Genoa Report 21639 dated 7.7.56)

The following repairs now satisfactorily carried out on account of the above casualty:

CONTINUATION SHEET 2

	Shell Plates	Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS	5 partly complete	-	Bottom Longit.				
Renewed	1 complete	3	1 length				
Removed and Paired or Repaired	17	10					
Paired or Repaired in place							

Has a Survey also been held on machinery of the Ship? yes

Is Classification Certificate required? If so, to be sent to

the Owners

If so, is the Report sent now, or when will it be sent? now

Has Interim Certificate been issued? yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This ship as far as now surveyed, is in my opinion eligible to be continued as now classed with record of docking 5.57 and notation of Special Survey SS Msl 2/57.

Endorsement: now made : indented keel plates N°6, 7, 8, 9 & 10

(F. Suligoi
Surveyor to Lloyd's Register of Shipping

THURSDAY 25 JUL 1957

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DS. 5, 57 without pl. condition (h) (with endorsement (h) a(m) subject (h)

SS Hel. 2, 57. DBS. 6, 57.

CERTIFICATE WRITTEN.

003479-003486-0026 13

Lloyd's Register
Foundation

TABLE 1

TABLE 1		PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		SPECIAL, LOADLINE & DOCKING		SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes (A.S.)	F.P. Tank	no	no			
Rudder lifted	no	A.P. "	no	no			
Weather Decks, Superstructures and Casings	yes (L.L.)	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	yes No 2&3 p&s (S.S.)	yes No 6 p&s (S.S.)			
Hatchways, Covers, closing and securing appliances	yes " "						
Ventilator coamings, skylights, companionways and closing appliances	yes " "	Fresh Water Tanks	no	yes Nos. 3&4 p&s (S.S.)			
Holds	no	Deep Tanks	-	no			
	no	Oil Fuel Bunkers and Settling Tanks	no	no			
	no	Side Tanks	no	no			
"Tween Decks	no	Wing Tanks	no	no			
	no	Other Tanks	no	-			
Fore Peak Spaces	no	Cargo Tanks (Tankers)	-	-			
After "	no		-	-			
Engine Space	no	Cofferdams	-	-			
Boiler "	no	Pump Rooms	-	-			
Under Engines and Boilers	no						
Tunnel and Well	-						
Coal Bunkers	-						
Chain Locker	-						
Other Spaces	-						

Have Tanks now Examined been Cleaned as Necessary? **yes**

Have Struts in Cargo Tanks (of Tankers) been removed? **yes**

Have necessary repairs been completed after completion of any Repairs? **yes**

Have Tanks been
Have the spaces now surveyed been cleared and cleaned as necessary? **yes**
Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **yes**
Have the bilges been cleaned out and afterwards been recoated as necessary? **yes**
Has network had rust removed and afterwards been examined for examination of steelwork? **yes**
Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **yes**
Has a Load Line Survey been held? **yes**
Have the shell and deck plating been drilled as per Rule? **yes**
Have any alterations to the approved scantlings and arrangements now been effected? **yes**
NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holdst. Nos. 1, 2 & 3—Yes; or All—Yes.
good. NS Sluice Valves examined and found good. NS
Satisfied

TABLE 2

TABLE 2		ceiling good, NS		good	
NOTE: Indicate which compartments and/or tanks have been examined and found good.					
The present condition of the following parts in so far as examined is to be reported:-					
Shell plating	good	Ceiling and Cargo Batten	good	Sluice Valves examined and found	good
" " in way of side scuttles	good	Cement or Asphalt	"	Air and Sounding Pipes	fitted
Rudder and Stereafame	"	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	in order (S)
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	from aloft (see Rigger's report)
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	
Coamings and Casings	"	and closing appliances	"	Chain Locker	
Beams and Fastenings	"	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings	"	Equipment Letter	(ft) 2.1/4" SQ
Reverse Frames	good	Ash Shoots	good	Condition	-
Longitudinals	"	Overboard Discharges and Scuppers	"	Condition	no
Transverses	"	Freeing ports	"	Condition	no
Floors	"	Steering Gear (Main and Auxiliary)	" (A.S.)	Condition	no
Keelsons	"	examined and found	" " "	Condition	no
Stringers	"	Windlass examined and found	"	Condition	no
Inner Bottom Plating	"	Pumps	"	Condition	no
Bulkheads and Tunnel	"	W.T. Doors	"	Condition	no

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

REMARKS, REPAIRS, Etc. (Contd.)

COMPLETION P.S.	= 12	25.00
Survey Fee D.S.	= 12	10.00
FREBOARD MEN SURVEY	= 12	47.00
	41	46.80
Special Damage & Repair Fee (if any)	= 12	61.00
ALTERATIONS	= 12	73.00
TEST OF DEMOLISH	= 12	41.50
Travelling Expenses (if chargeable)	= 12	7.27
CAR FUND		

Port of GENOA

Continuation of Report No. 22462 dated 18th June 1957

on the

M/V "TASMANIA"

(Sheet No.2)

Shell plates port side (numbering from forward)

B5, B7, C6, C7, C8, D5, D7 & D8 faired in place. D6 partly renewed and partly faired in place.

Shell plates std side (numbering from forward)

Shell plates std side (numbering from forward)
R7, B8, B9, C7, C8, C9, C10 faired in place. D5, D6 & D7 partly renewed.

Bottom longitudinals port side:

Bottom longitudinals port side:
One length in way of plate B7, four in way of plate C7, and two in way of plate D6
faired in place.

Bottom longitudinals starboard side

Bottom longitudinals starboard side
One length in way of plate C9, one in way of plate D5 and one in way of plate D6 faired in place. One length in way of plate D7 cropped, removed, faired and replaced.
Keel plates nos. 6, 7, 8, 9 & 10 (from fwd) were also slightly effected by being set up in places between longitudinals and also within duct keel. These defects were special examined internally and externally and found to be of such a slight nature that they were not considered to affect the efficiency of the structure & it is recommended that they be recorded as endorsement only.

D) DAMAGE STATED TO HAVE BEEN CAUSED BY CONTACT WITH THE QUAY AT MARSEILLE ON THE

15th JANUARY 1957.
On account of the above casualty the following repairs satisfactorily carried out:

Shell plates port side

Shell plates port side
F6 (from forward), indented, faired in place. H8 (from aft) buckled, renewed. J7
(from aft), buckled, partly renewed.

Frames port side:

Frames port side:
Three frames in way of shell plates H8 & J7 indicated above, distorted, cropped, removed
faired and replaced.

E) ALTERATIONS

E) ALTERATIONS
The vessel has now been altered for reconversion from passenger to cargo (open shelter decker), increase of draught and removal of 3rd deck in No.3 and 4 holds in accordance with the Secretary's letters dated 23rd November 1956, 23rd and 31st January 1957, addressed to the Owners and plans approved in this office.

addressed to the Owners and plans approved in this office.
With reference to the above the following alterations have been satisfactorily carried out:

- 1) All passenger accommodation and arrangements in connection with same, removed.
- 2) Openings in shelter & second deck, outside the line of hatchways, in way of ladderways etc. for passengers' use, permanently closed.
- 3) Side scuttles below shelter deck (excluding those in poop) removed and corresponding openings permanently closed.
- 4) Sanitary discharges & scuppers for passengers' use removed and corresponding openings in ship's sides permanently closed.
- 5) Derrick posts on focle removed and new derricks supplied, the arrangement of derricks being now two 5 tons derricks serving each of the five holds. One electric winch has now been fitted for each derrick.
- 6) The tonnage opening has been reconstructed as originally.
- 7) The shelter deck has been strengthened for the purpose of obtaining a freeboard of 1374 millimetres, by fitting a riveted doubling 24" x 1/2" to the stringer strake port & starboard for half length amidships but well clear of the sheerstrake in accordance with information forwarded by Head Office to the Owners in a letter dated 31st January 1957.
- 8) The third deck in way of No. 3 & 4 holds has been removed in accordance with information forwarded by Head Office to the Owners with letter dated 23rd November 1956 and in accordance with plan No 1 & No 2 attached hereto.
- 9) The orlop decks between second and third deck around No 1 hatch and in No 3 and 5 holds have been removed and the hatch end beams of No 1 hatch of second deck and the girders at side of same, have been refitted as originally.
- 10) The cargo refrigerating chambers between 2nd and 3rd deck in way of No 4 hatch have been removed.

The above alterations affect the following particulars of the Register Book & Appendix :

The above alterations affect the following particulars of the Regatta:
Tonnage to be amended from gross 11672, net 7820 to gross 7638, net 4571.
Deadweight, the previous figure to be deleted the new one not yet being available.
Displacement to be amended from 22' - 3" to 29' - 1.5/8".

Draught summer to be amended from 22 - 5
Notation "Ref" (in column 6) to be removed

✓ Notation "Ref" (in column 8) to be removed.
✓ Notation "OSD" (in column 6) to be added.

- ✓ Notation "USD" (in column 5) to be added.
- ✓ Notation "NS" (in column 6) to be added.

✓ Notation "NS" (in column 6) to be added.
The notation regarding decks to read as follows: 1dk & S dk, 3rd deck in N°1 hold.
No. of wins - the figure 10 to be entered.

No of winches: the figure 10 to be entered.

No of derricks (S.W.L. tons) The figures 10 (5) to be entered.

Nº of hatchways (longest): the figures 6 (40' x 24') to be entered.

Capacity The figure 66900 to be deleted, the new figures for grain and bale not yet being available.

Freeboard The figure 4' - 6" to be inserted.

F) LOAD LINE RENEWAL SURVEY.

F) LOAD LINE RENEWAL SURVEY.
Parts examined as indicated in Table 1 on the back of 1st page, with the mark "LL" in brackets. For particulars see separate reports.

(Contd.../...)

(Contd.../...)

H. 653. T. (MADE AND PRINTED IN ENGLAND.)

M/V "TASMANIA"

(Sheet No.3)

G) TESTING OF DERRICKS

At the Owners request ten derricks having a S.W.L. of 5 tons satisfactorily tested at a proof load of 6.25 tons.

CONDITION OF CLASS

"Indented bottom shell plating port & starboard and indented side shell plates H8 and J7 (port side from aft) and F6 (port side from forward to be dealt with as necessary by completion of Special Survey"

This item now dealt with (see paragraphs C) & D) above), can be deleted from the conditions to the ship's class and an endorsement reading "Indented keel plates N° 6, 7, 8, 9 & 10" has to be now made (for particulars see paragraph C) above).

JP



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