

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/1/35 When handed in at Local Office 10/1/35 Port of GENOA

No. in Reg. Book 88308 Survey held at PALERMO Date, First Survey 10/10/34 Last Survey 1/1/35 1935

Material Steel "A N T E O"

Supplement. TONNAGE:— Built at Palermo By whom Cant. Nav. Riuniti When 1934

GROSS 6772 Owners Soc. Ligure di Armamento Owners' Address -

UNDER DK. 6157 Managers - Port belonging to Genoa.

NET 4037

Surveyed Afloat or in Dry Dock? Both Name of Dock C.N.R. Shipyard. Destined Voyage Lying at Palermo.

WB=CellDBorDBa            feet; uE&B            feet; f            feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

(Periodical 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 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. Planned F.F.

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           

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION - New vessel, not built under survey - For drawings, particulars of scantlings and testing of steel used, please see First Entry Report now forwarded. - CERTIFICATE FOR SUEZ CANAL AUTHORITIES.

### SPECIAL EXAMINATION-

NOW DONE:- Vessel placed in dry dock, bottom and rudder (not lifted) cleaned, examined, found in good condition and coated.

Close and spar ceiling, where fitted, foot plates in machinery space, wood casings, sufficient lining in accommodation removed and the whole of the steel work in the chain locker, forward hold and tween decks above, pump rooms, machinery space, including engine seatings, under donkey boilers and boiler stools, tween decks above peaks, fore-castle, bridge and poop spaces examined, found good, or dealt with as over.

P.T.O.

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

### PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>	Dblg. Plates under Sounding Pipes <u>fitted</u>	Copper, or Y.M. of Wood Vessels (State if on Fell) When put on, Month <u>Year</u>
Caulking of Decks <u>y</u>	State if Tanks now tested <u>yes</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Coamings <u>y</u>	Bulkheads <u>good</u>	Goal-Bunkers, Open'gs, Lids, &c. <u>y</u>	Masts, Yards, &c. <u>y</u>
Beams & Fastenings <u>y</u>	Ceiling <u>y</u>	Scuppers <u>y</u>	Condition, how ascertained <u>by exam.</u>
Outside Plating <u>y</u>	Cement or Asphalt (State which) <u>y</u>	Cargo Hatchways <u>y</u>	(State if wedges removed) <u>none</u>
Breasthooks <u>y</u>	Rudder <u>y</u>	Hatches (steel) <u>y</u>	Sails <u>y</u>
Transoms <u>y</u>	Steering gear and its connections <u>y</u>	Planking of Wood Vessels <u>y</u>	Equipment letter <u>          </u>
Frames <u>y</u>	Windlass <u>y</u>	Caulking ditto <u>y</u>	Anchors, No. of <u>          </u>
Reverse Frames <u>y</u>	Have Pumps now been examined and found efficient? <u>yes</u>	Treenails ditto <u>y</u>	Cables (State if now ranged) <u>Planned</u>
Longitudinals <u>y</u>	Have Suction Valves now been examined and found efficient? <u>yes</u>	Breasthooks & Stems ditto <u>y</u>	" length (on board) <u>          </u>
Transverses <u>y</u>	Have Watertight Doors now been examined and found efficient? <u>none</u>	Timbers of Frame at openings ditto <u>y</u>	" Rule length <u>          </u>
Floors <u>y</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Ditto Ditto at other places ditto <u>y</u>	Hawser & Warps <u>see F.F.</u>
Keelsons <u>y</u>		Stringers, Clamps & Shelves ditto <u>y</u>	Standing and Running Rigging <u>          </u>
Stringers <u>y</u>		Salting ditto <u>y</u>	
Inner Bottom Plating <u>y</u>		(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 ptND24, &c."

This vessel is in good and efficient condition and eligible, in our opinion, to be classed in the Society's Register Book 100 A.I. "Carrying Petroleum in Bulk", with the special notation "Longitudinal framing - Bracketless System" and date of build 11-34. (Please see note on page 3.)

Please note that this vessel is also classed by the Registro Italiano and the British Corporation, and therefore is not a dual class vessel.

Interim Certificate issued copy of which is attached, together with copy of Suez Canal Certificate.

Survey Fee (per Section 29)            £

Classification Fee & Expa. please see FE. 7/1/1935

Special Damage or Repair Fee (if any)            £

Suez Canal Certificate Lit. 700.-           

Travelling Expenses (if chargeable)            £

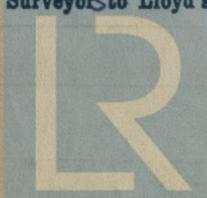
Second Surveyor's Fee (if any)            £

TUE. 29 JAN 1935

Committee's Minute           

Character Assigned See F.C. Rpt

See F.C. Rpt  
Gm. 13728



Lloyd's Register of Shipping  
Foundation

003487-003494-0060 1/3

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to



longitudinals, on both sides, cut at the fore divisional bulkhead of the steering gear space, bracketed to same. Two extra pillars to poop deck transverse N°0, fitted.

Oil fuel cross bunker- (frames Nos. 42-43)- B.H.D. N°42, outer webs connected to shell by single angles double riveted (double angles double riveted shown on plan) connected by diaphragm plates to B.H.D. N°43; also bottom longitudinals in way of inner webs fitted with back angles to shell, as shown on plan. Lower side oil fuel bunkers, (frames Nos. 38-42)- Webs on B.H.D. N°38 attached by single angles to shell (double on plan) connected by diaphragm plates to bottom transverse N°40. Machinery space- Riveting through butt angle straps of shell longitudinals, efficiently increased. Built pillar on frame N°31 port side, fore and after support provided at heel. Engine casing at the level of the poop deck, coaming, in way of the port and starboard doorways, efficiently stiffened at lower edge. After peak- Transom plate duly stiffened, & extra riveting, for connection to stern frame casting, provided. Bulkhead stiffeners lugged to horizontal girder and at lower end (unbracketed) fitted with back lugs. Boat deck aft- Extra supports provided in way of boat davits. Ventilation, drainage, sounding pipes and fittings, throughout the vessel, made to comply with the Rule requirements and in accordance with the Society's practice. General notes- Corners of notches in transverses for longitudinals, rounded off as required. Holes for liberation of gas in all deck longitudinals in cargo tanks & O.F. bunkers, made. All angle attachments to tight side of bulkheads caulked all round. Some defective rivets through shell, decks, bulkheads and other internal structure, renewed. Caulking overhauled where required, and made good.

NOTE:- Although the date of the last visit is 1/1/35, the Owners' written request to have the date of build assigned as 11-34 is forwarded for the favourable consideration of the Committee, in view of the fact that the major part of the Classification Survey was carried out in October and November 1934.

A CERTIFICATE FOR THE SUEZ CANAL AUTHORITIES has been issued at the request of the Owners as per copy herewith attached.

*Enr. & J.A.*

*A few rivets were removed in various parts of the structure & the rivets, holes & counter-sinking found to be satisfactory, and hot holes were drilled in order to check the scantlings.*

*Enr. for J.A. & self.*



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