

Date of writing Report 29/11 1948 When handed in at Local Office 29/11 1948 Port of NAPLES

No. in Reg. Book. Survey held at Naples Date, First Survey 25/8/48 Last Survey 18/11 1948
(No. of Visits 24)

Supp. 66608 on the ~~Wood, Iron or~~ Steel Twins Screw 1/2" LEME, (ex Lowlander) YEAR. MONTH.
90384 TONNAGE:— Built at Tricks By whom Stabiliments Tecnico Tri When 1925 10 ¹⁹²⁵

TONNAGE:— Built at Tricte By whom Stabiliments Occemo Ori When 1923 10

GROSS 8059 Owners "ITALIA, Sol. An. di Nav. Owners' Address Genoa
(if not already recorded in Appendix to Register Book).

UNDER DK. 6712 Managers *ITALIA* Port belonging to *Genoa*

NET 4977

Surveyed Afloat or in Dry Dock? *both* Name of Dock *Bacini e Scalb Wks* Destined Voyage *Valparaiso*

<i>WB=CellDBorDBa</i> <i>feet; uE&B</i> <i>feet; f</i> <i>feet</i>						Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
<i>total capacity</i> <i>tons. FPT</i> <i>tons; APT</i> <i>tons; MT</i> <i>feet</i> <i>tons.</i>						
						CHARACTER.
						Machinery and Boiler

<p><i>N.B.—All alterations in the existing records should be <u>underlined</u>.</i></p>		<p>CHARTERED.</p> <p>For Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years how long</p>	<p>Machinery and Boiler Surveys (including date of N.B., in any).</p>
<p>Last Report, No. 3290. Port</p>	<p>Gib.</p>	<p>+ 100 A1</p>	<p>+ LMC CS6.</p>	<p>1915 2 25</p>

(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.

On 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

Services offered but not required Was a damage report made by anyone else? If so, by whom? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR *docking, special survey, conversion and fire damage*

NOW DONE Vessel placed in dry dock, bottom, rudder, and sternframe checked.

ned, examined and recoated and found in good condition.

all holds, tween decks, peaks and DB tanks, deep tanks, bunkers, cofferdams

test spaces and machinery spaces examined -

tanks, DB, tanks and deep tanks, bunkers and cofferdams, tested and

bound or made tight.

timbers lifted, wood in way of burthened removed, timber in the way of

moved, and bulges completely cleaned and covered -
 EP 22: 1/2 in. - 2 1/2 in. - completely solid and coated -

hell playing and steward completely ruined and lost
the game. lot of things losing appliances ventilators, air & foun

Plates, casings, handrails, casing supports, etc.	Shell Plates.	Frames.	R. Frames.	Floors and	Beams.	Inner Bottom	Dk. Plates.	Other Items:—
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MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired					7		3	3 longitudinal bulk ^d plates
Fair'd or Repaired in place								

SENT CONDITION OF THE

ing of Decks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	✓
ings	good	State if Tanks now tested	yes	Dblng. Plates under Sounding Pipes	good	(State if on Felt.)	✓
s & Fastenings	good	Bulkheads	good	Engine Room Skylights	good	When put on, Month	✓ Year ✓
de Plating	good	Ceiling	good	Coal Bunkers, Open'gs, Lids, &c.	✓	Boats	good
in way of sidelights	good	Cement or Asphalt	good both	Oil Bunkers	good	Masts, Yards, &c.	good
thooks	good	(State which.)	good	Scuppers	good	Condition, how ascertained	examined
oms.	good	Rudder	good	Cargo Hatchways	good	(State if wedges removed)	none
es	good	Steering gear and its connections	good	Hatches	good	Sails	✓
se Frames	good	Windlass	good	Plancking of Wood Vessels		Equipment letter	bt
tudinals	✓	Have pumps now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	3B 1S
verses	good	Have Sluice Valves now been examined and found efficient?	✓	Treenails	ditto	Chain Locker	good
ons	good	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes
gers.	good			Transoms Pointers, & Crutches	ditto	length	500 mean diamr. 52/16
Bottom Plating	good			Timbers of Frame at openings	ditto	(on board)	
				Ditto Ditto at other places	ditto	Rule length	550 size 60
				Stringers, Clamps & Shelves	ditto	Hawser & Warps	good
				Salting	ditto	Standing and Running Rigging	good
				(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*."

This vessel is eligible in our opinion to remain as classed in the RE

all notations of S.S. Nats 11-48 and with fresh record of docking 11-48, nine

month of brain capable to be renewed and sup more supplied at the first

Feb. 2. Licence 1 to be deleted in the R.B. meanwhile.

Opportunity - *in figure 1* *re* *none*
& repair
 Way Fee (per Section 20) *Special S* *E it* : *173 000* Fees applied for, _____

Lit. 60 000 24/11 1948
 Special Damage or Repair Fee (if any) 13 000

checks certificate	4t	12 000	Received by me,	<i>Emilio</i>	<i>F.N. Sutil</i>
travelling Expenses (if chargeable)	4t	1 000	19		

do do to Gross Credit 41 9 000
Holiday fee 41 8 000
and Surveyor's fee (if any)

Surveyor to Lloyd's Register of Shipping.

Office expenses
Revenue tax

Committee's Minute. **FRI. 14 JAN 1945**
D. L. E. ...

Character Assigned: Debit figure for equipment

Write (over) 2 cents) but also in 1148 Nap. 205 Nov. 1948
 1948 53 Nap - 1148 (Pr) + LMC 1148 Subject 23 p. 1148

2000 11 40

N.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.

Steering gear spares on board -

Nine lengths of anchor cable have been found to be worn below size and have to be renewed at the first opportunity. The figure 1 in the record being deleted meanwhile. -

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Shell plating: Between frames 127 & 147 strakes H & K Stb,
360 rivets renewed (corroded)
Between frames 50 & 60 strakes F G H Stb side 762 rivets

ANCHORS.

If Stockless, state Mechanical Tests

CHAIN CABLES.

Iron Stream Chain)
on Steel Wire (

Chain locker Four stiffeners on the collision bulkhead renewed, one plate renewed and two doubling plates fitted on the bulkhead.

A small doubling plate fitted on the No. 7 DB tank top str. between the two thrust bearings, in way of local wastage.

of *NAPLES*

Deep tank Port 3 frames part renewed, 11 brackets renewed.
Deep tank Stb 2 frames part renewed, 11 brackets renewed.
 All derricks top lift wires renewed.
 Both fore and main wood topmasts renewed.

The Adams sewage ejector has been fitted in the #3 hold. The deep tank in #5 hold, previously used for water ballast has been fitted with two fore and aft divisional bulkheads and is now used for fresh water.

Repairs Damage stated to have been caused on the 5th October by a fire in the No 3 hold -

Three plates of the longitudinal bulkhead were buckled, and the lower tween deck plating and beam in forest inboard corner were also slightly buckled -

The beams and plates have now been fixed in place where necessary -

It was not considered necessary to remove and anneal the plates.

P.R.L. The fractured plate in 1st strake above
shear p.s. has been cropped and partly renewed.

The indented shell plate, and frame in way of 'ween deck (1st strake below sheer p. s.) frames 15-16-17 have been faired in place and riveted -

the overflow pipes p. & s. to the deep tank have been removed -

It is recommended that these items be removed from the Special resources list.

L. H. Sutcliffe