

# REPORT of SURVEY for REPAIRS, &c.

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

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

Supp. 66608 on the ~~Wood, Iron or~~ Steel Twin Screw "LEME" (ex Lowlander) YEAR. MONTH. 1925 10

TONNAGE:- Built at Trieste By whom Stabilimento Tecnico Tri. When 1925 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 Scal. Waf. Destined Voyage Valparaiso

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

Last Report, No. 3290 Port Gub.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how assigned.	Machinery and Boiler Surveys (including date of N.B., in any).
+ 100 A1		+ LMC CS6-44
Shelter deck with freebord 8-46		+ NE 8-38
SS hpl. 3-8-38		DBS 6-48
SS hpl. 1-4-44		TS CL
Said up pending survey		S7.45 PN 8/46

(Periodical Surveys, when held, must be reported in detail and scriptum 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. Letter H 18th September 1948

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

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 cleaned, examined and recoated and found in good condition—  
All holds, tween decks, peaks and DB tanks, deep tanks, bunkers, cofferdams, peak spaces and machinery spaces examined—  
Peaks, DB, tanks and deep tanks, bunkers and cofferdams, tested and found or made tight—  
Timbers lifted, wood in way of bulkheads removed, cement chocks removed, and bilges completely cleaned and coated—  
Shell plating and steelwork completely sanded and coated—  
Decks, casings, hatchways, closing appliances, ventilators, air & foundry

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired					7		3	3 longitudinal bulk plates
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Condition of Decks good	yes	good	(State if on Felt.)
Condition of Bulkheads good	yes	good	When put on, Month Year
Condition of Ceilings good	yes	good	Boats good
Condition of Cement or Asphalt good	both	good	Masts, Yards, &c. good
Condition of Rudder good	good	good	Condition, how ascertained examined
Condition of Steering gear and its connections good	good	good	(State if wedges removed) none
Condition of Windlass good	good	good	Sails
Condition of Pumps good	good	good	Equipment letter b f
Condition of Sluice Valves good	good	good	Anchors, No. of 3B 1S
Condition of Watertight Doors good	good	good	Chain Locker good
Condition of Ventilators good	good	good	Cables (State if now ranged) yes
Condition of Bottom Plating good	good	good	length 500 mean diamr 52/60
	good	good	Rule length 550 size 60Z
	good	good	Hawser & Warps good
	good	good	Standing and Running Rigging good

General Observations, Opinion as to Class, Recommendation, &c.:

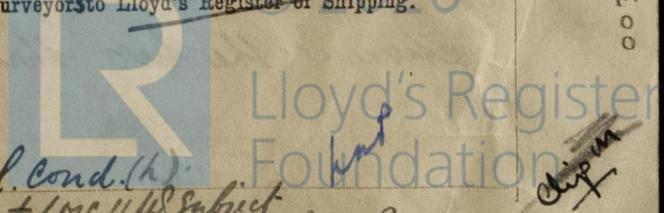
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain 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 R.B. with notation of SS Nap 11-48 and with fresh record of docking 11-48, nine lengths of chain cable to be renewed and two more supplied at the first opportunity - The figure 1 to be deleted in the R.B. meanwhile -

Survey Fee (per Section 29)	Special S.	Lit	Fees applied for,
173 000		60 000	24/11 1948
13 000		13 000	Received by me,
12 000		1 000	19
9 000		9 000	
9 000		9 000	
9 000		9 000	
209 88			

Character Assigned Delete figure 1 for equipment  
Write up (2 cents) but assign 1148 Nap without spl. cond. (h.)  
5948 SS Nap - 1148 (D) + LMC 1148 subject D12 8 11 48  
CERTIFICATE WRITTEN

54

003599-003604-0025 1/2



pipes, striking plates under sounding pipes, masts, spars and rigging, the rudder quadrant, tiller, steering gear, aux. steering gear and connections, windlass, pumps, watertight doors, plating in way of sidelights and in way of refrigerated spaces, and the general equipment examined and found or made good -

Anchors and cables ranged and examined, chain locker examined -

Steering gear spares on board -

Two lengths of anchor cable remain to be supplied at the first opportunity -

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 vessel's shell plating has been drilled in accordance with rule requirements, the results are as given on the attached sheet -

Repairs effected wear and tear -

Shell plating: Between frames 127 & 147 strakes H & K Stb, 360 rivets renewed (corroded)

Between frames 50 & 60 strakes FGH Stb side 762 rivets

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

ANCHORS.

Number of Certificate.	Anchors #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* 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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

renewed and P. side 750 renewed (corroded)

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

Fore and after peak and DB Tanks 1 2 3 4 5 6 8 9 made tight by caulking or welding as required -

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

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 -

Conversion The ship has been transformed into a passenger ship - New accommodation has been made in the tween decks of holds No 2 3 5 and 6 -

An Adam sewage ejector has been fitted in the No 3 hold. The deep tank in No 5 hold, previously used for water ballast has been fitted with two fore and aft divisional bulkheads and is now used for fresh water -

A cofferdam has been fitted at the forward end of No 8 DBT, and both 6 and 7 double bottom tanks will not be used - (No 7 DB previously used for fuel oil is between frames 50 and 64 and immediately below the deep-tank)

Repairs Damage stated to have been caused on the 5<sup>th</sup> 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 fore inboard corner were also slightly buckled -

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

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

P.R.L. The fractured plate in 1<sup>st</sup> strake above sheer p.s. has been cropped and partly renewed -

The indented shell plate, and frame in way of tween deck (1<sup>st</sup> 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 repairs list -

F.H. Sutcliffe

