

13 JUN 1955

No 59259

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th. June 1955. When handed in at Local Office 10 June 1955. Port of CARDIFF.

No. in Reg. Book 17521
Survey held at CARDIFF. Date, First Survey Mar 9th. Last Survey May 24th. 1955
on the ~~Vessel~~ Steel s.s. "LETIZIA MONTANARI" ex "BLOOMFIELD"TONNAGE: — Built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1942 MONTH 4
GROSS 9821 Owners Bruno & Eredi Arturo Montanari Owners' Address
UNDER DK 8895 Managers -- Port belonging to Trieste.
NET 5787

Surveyed Afloat or in Dry Dock? Both Name of Dock Channel Dry Dock & Roath Dock. Destined Voyage

Cell D Bor D Ba feet: uE&B feet: f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).CHARACTER. Date of last Survey and of Periodical Surveys.
* 100 A1 12,53 cfr. * LMC. 6,50. B.S. 7,53
ss. Mdb. -6,50 TS. CL. 12,52Carrying Petroleum in bulk
Fitted for oil fuel 4,42 F.P.
above 150°F.d, must be reported in detail and serially in the terms of the Rules and items remaining to complete
amarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations
Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
being detailed in the body of the report, should be summarised in the form shown below. Whenever the
Chains is reported the particulars should be clearly stated in the space provided on the back of this form
tials of any letters respecting this casethe Surveyor has not made a special damage report he is required to state whether
ices 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?

INATION AS PER RULE FOR Docking, Damage, Part Special Survey, General Examination for
of Special Survey until the end of June 1955, Safety and Fire Extinguishing

d to have been caused by:-

act with tug "Watermeyer" at Capetown on 7th. July 1954.

act with dolphins at Finnart between 4th. & 6th. March 1955.

act port side forward (date and place unknown).

act starboard side aft (date and place unknown).

act on bottom starboard side (date and place unknown).

REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ed or Repaired	11	11 Part	7 Part					As per report.
in place	11	4						

OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
icient	Efficient	Efficient	(State if on Felt.)
"	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
"	Cement or Asphalt	Oil Bunkers	Boats Good
Ext	Rudder	Scuppers	Masts, Yards, &c. Efficient
rt/Efficient	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained from deck
icient	Windlass	Tank lids	(State if wedges removed.)
of sidelights	Have pumps been examined and found efficient?	Planking	Equipment letter 6 - 1
Efficient	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of 3 - 1
"	Have Watertight Doors been examined and found efficient? Yes	Treenails	Cables (State if now ranged) No
"	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stems	" length Stated complete
"	Air and Sounding Pipes Pt. Exd. Eff.	Transoms, Pointers & Crutches	" Rule length 300 size 2.9/16
ing	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
on examined internally? Rpt		" at other places	Hawsers & Warps sufficient
en tested? As per Rpt		Stringers, Clamps & Shelves	Standing and Running Rigging efficient
		Saltine	Sails
		State if examined	

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

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
hus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of
or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."vessel, as far as now seen, is in efficient condition and is eligible in my opinion
as classed with fresh record of Docking 5,55, subject as previously recommended.

ees see LR/RI	£	:	:	Fees applied for,
slip attached.				19
Special Damage or Repair Fee (if any)	£	:	:	Received by me,
(per Section 23)				19
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

TUESDAY 5 - JUL 1955

Deferred - await Rpt

but 5,55 eff. subject

55,55

556,55

556,55

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

"LETIZIA MONTANARI". (ex "BLOOMFIELD")

Re:- Vessel placed in dry dock. Bottom and rudder cleaned, examined, placed in efficient condition but not recoated.

(1) Shell plates Nos. 3 & 4 from forward in lower J.strake and Nos. 4 & 5 upper J.strake port side set in.

Longitudinal shell frames, one transverse web frame, its face angle, one deck beam, all lugs and tie angles in way buckled and distorted.

Re:- The strake of plating between the J.strake and K.strake (sheer) on the port expansion plan, for the half length forward has been lettered "N". To avoid confusion, for purposes of reporting, this strake has now been named the upper strake and the original J.strake the lower J.strake.

Shell plate No. 4 in upper J.strake removed, faired and refitted.

No. 5 in upper J.strake cropped at forward end, faired and refitted.

Nos. 3 & 4 plates in lower J.strake released and the upper portions of each faired in place.

The 2nd, 3rd, 4th. & 5th. longitudinal frames below main deck at the after end of the forehold on port side cropped and removed.

Nos. 3 & 5 frames part renewed and Nos. 2 & 4 frames faired and refitted.

No. 2 transverse web frame and its face angle abaft the collision bulkhead removed and renewed.

Transverse web shell lugs, tie angles to frames and the bracket to the fore deep tank top removed, faired and refitted.

The deck beam on this web frame released and faired in place at port shipside.

The bracket connecting the third uppermost longitudinal frame to the after bulkhead of the forehold removed, faired and refitted.

Plating in way of forehold and forward cofferdam hose tested on completion of repairs.

(2) (In way Nos. 1 & 2 Starboard Wing Tanks).

Shell plates H.5 & 6, Lower J.5 & 6, Upper J.6 from forward starboard side set in and indented.

Longitudinal shell frames, transverse web frames, shell lugs, tie plates from webs to frames and the after bulkhead of No. 1 starboard wing tank in way of above buckled, distorted.

Shell plates H.6, upper J.6 removed, faired and refitted and plates H.5,

Lower J.5 & 6 released and faired in place.

The 3rd, 6th. & 8th. uppermost longitudinal shell frames cropped, faired and refitted, the 7th. frame cropped and part renewed and the 2nd. frame released and faired in place.

The third and fourth transverse web frames abaft the cofferdam bulkhead, their shell lugs, tie angles to frames and face angles cropped, faired and refitted.

The fifth transverse web frame abaft the cofferdam bulkhead and its shell angle released and faired in place.

The after bulkhead plate faired in place locally.

Bulkhead shell angles cropped, faired and refitted.

The bracket connecting the 8th. uppermost shell frame to the after bulkhead removed, faired and refitted.

The 7th. uppermost longitudinal shell frame in No. 2 starboard tank cropped and

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"LETIZIA MONTANARI" (ex "BLOOMFIELD").

t renewed (wasted) and its bracket to bulkhead removed, faired and refitted.
ks flooded to test repairs on completion.

ll plate H.3 from forward starboard side set in locally at after butt released,
red in place and butt reriveted.

(3) (In way of No.1 port wing tank).

ll plates G.5 & 6, H.5 & 6, lower J.5 & 6 from forward port side set in
l indented.

ngitudinal shell frames, transverse web frames, shell lugs, and tie angles from
b to frames in way buckled and distorted.

ates G.5 & 6, H.6, lower J.5 removed, faired and refitted.

ates H.5, lower J.6 released and faired in place.

os. 4, 5, 6 & 7 uppermost longitudinal frames in No.1 port wing tank cropped
and part renewed (wasted and thin).

os. 8 & 9 longitudinal frames cropped, removed, faired and refitted and Nos. 10 &
l frames released and faired in place.

ackets connecting the third web frame from forward end of No.1 port wing tank
e the 4th, 5th and 7th uppermost longitudinal frames removed, faired and refitted.
he fourth transverse web frame from the forward end of No.1 port tank released
and faired in place and its shell lugs and tie angles from web to frames removed,
aired and refitted.

he fifth transverse web frame from the forward end of No.1 port tank cropped
and part renewed in way of G.strake plating and released and faired in place in way
of H.strake plating.

Shell lugs and tie angles from web to frames removed, faired and refitted as
necessary.

Three brackets from longitudinal frames to after bulkhead renewed and bulkhead shell
angle released and faired in place locally.

No.1 port wing tank flooded for test on completion of repairs.

(4) In way of Nos. 5 & 6 starboard wing tanks.

Shell plates H.14 & 15, J.14 & 15 from forward starboard side set in and indented.
Longitudinal shell frames, web frames, shell lugs, tie angles and brackets in way
buckled.

Shell plates H.15, J.14 & 15 removed, faired and refitted and H.14 released and
faired in place.

Shell lugs in way renewed or removed, faired and refitted.

No.2 uppermost longitudinal shell frame in No.6 starboard tank released and faired
in place and the 3rd, 4th, 5th. & 6th. frames cropped and part renewed (wasted and
thin). Brackets connecting frames to bulkhead removed, faired and refitted.

The corresponding frames in No.5 starboard wing tank faired in place at the
after end.

The 1st, 2nd & 3rd. transverse web frames abaft the forward bulkhead of No.6
starboard tank cropped and removed.

No.1 web plate and its face angle part renewed and Nos. 2 & 3 faired and refitted.

Brackets, shell lugs and tie angles in way removed, faired and refitted.

Tanks flooded for test on completion of repairs.

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(5)

hell plate B.6 & 7 from forward starboard side slightly set up at common butt and rivets slack.

plates released and faired in place and butt reriveted.

Examination for postponement of Special Survey until the end of June 1955.

Re:-

Vessel placed in dry dock. Bottom and rudder cleaned, examined, placed in efficient condition but not recoated.

Examined generally fore and after peak spaces, forecastle space forehold, forward and main pump rooms, engine and boiler spaces and accommodation spaces, decks, casings, coamings, ventilators and closing appliances and general equipment.

Examined Nos. 3, 5 & 6 centre and Nos. 1 & 2 port, Nos. 3, 5 & 6 starboard wing cargo tanks, engine room, fresh water double bottom tanks, fore and after peak tanks internally.

Main and emergency steering gear (rigged) and windlass examined under working conditions.

Vessel undocked 20.5.55.

1 Load Line.

Renewal survey carried out and LL.S.T. certificate valid until the end of June 1955, issued as authorized by the Italian Government.

Watertight doors examined, steering gear examined under working conditions in accordance with R.I. requirements.

Saving Appliances and Fire Extinguishing Appliances.

In compliance with a request from the Registro Italiano received per the Genoa Surveyors the vessel has now been examined in respect of Life Saving Appliances and Fire Extinguishing Appliances.

Life Saving Appliances.

An examination of all life saving appliances as required by the M.O.T. 1948 Safety Convention now carried out.

The vessel has four steel lifeboats situated one each on port and starboard sides of the bridge and poop decks.

Port forward	Sizes 23.20 x 7.6 x 2.9	30 persons.
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Port aft.	" 23.05 x 7.55 x 3.05	31 persons.
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Starboard forward	" 23.25 x 7.5 x 3.0	28 persons.
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Starboard aft (motor)	" 24.0 x 8.0 x 3.30	33 persons.
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These are all fitted with regulation equipment now in good condition including an approved portable radio apparatus.

Lifeboat tanks examined and tested and found efficient.

Lifeboat davits, blocks, ropes and gear examined and found good.

Lifeboats placed in water or filled with water for test purposes and found efficient.

Lifebuoys There are 9 lifebuoys on board of which 4 are fitted with self igniting lights.

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belts. There are 40 lifebelts on board comprising one for each crew member 10 spares.

kets outdated renewed at this time also other minor items of lifeboat equipment. ber of crew on board now 30.

Extinguishing Arrangements.

re service piping and fittings (hoses, connections etc), spare gear, fixed and portable extinguishers, steam smothering system for cargo tanks and under boilers examined and tested and found or placed in accordance with the International Convention for the Safety of Life at Sea 1948.

Note:- The vessel has no emergency fire pump but the master of the vessel states that this will be fitted when the vessel undergoes Special Survey in Italy in June 1955.

Electric lighting of launching arrangements and lowering of lifeboats has been installed at this time. No gas smothering equipment is fitted in this vessel.

Engine room skylights are operable from both sides and flaps for closing engine room ventilators and funnel found or made workable.

The Owners request that certain parts be examined for Special Survey was cancelled when it was decided to convert the vessel for carriage of general cargo on her arrival in Italy. The vessel has now proceeded to Genoa for Conversion and Special Survey.

and Tear Repairs:-

Shell plate F3 from aft starboard side fractured locally in way of evaporator seating, veed out in way of fracture, electrically welded and plate in way doubled externally.

Shell plate F3 from aft port side fractured in way of circulating pump seating attachment to shell. Fracture veed out and electrically welded and plate in way doubled externally. Circulating pump seating cropped back at shell and seating secured to longitudinal shell frames by angles and brackets.

Fore deck wasted and holed locally adjacent to forward pumproom, now doubled.

Poop deck wasted and holed adjacent to after mooring winch now doubled in three places.

Fiddley top plating wasted and holed in several places, now satisfactorily doubled.

Main deck plating in forecastle in way of port spurling pipe wasted and holed and lower section of spurling pipe holed. Doublers fitted in way of defective plating and lower section of spurling pipe and its moulding bar in way of deck renewed.

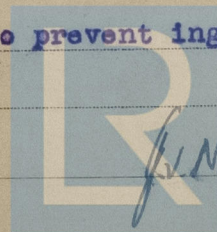
Forward pumproom casing plating in forehold on port side wasted and holed, now renewed.

Forward pumproom ventilator coaming renewed for wastage.

Air pipes to foredeep tank renewed.

Air pipe goosenecks to No.1 port and starboard wing tanks renewed.

Rudder coupling scarp faces somewhat corroded, now cleaned out as practicable and a steel plate strap fitted and secured by welding to prevent ingress of water to coupling faces.



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Number of slack rivets in stringer shell lugs in after peak tank renewed.

Small fracture in boss plating on starboard side veed out and electrically welded. CSSR

Unson space cellar plate missing, now renewed.

Engine room starboard ventilator trunk cropped and part renewed in way of local stage.

Owners' Representatives request the second foremost port and starboard transverse web frames in the engine room have been stiffened by fitting angles to the forward face of the web plates secured to web and longitudinal frames by lashing and on the after face of web plate by fitting tripping brackets to longitudinal frames.

Four pipe gauzes and wood plugs renewed as necessary.

Other minor repairs effected.

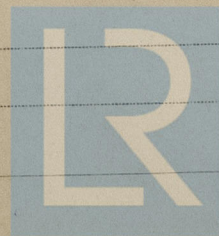
Buckled and indented bottom plating aft on port and starboard sides, shell plates 15 from aft port and starboard and buckled stem and stem plating examined and remain efficient meantime. Nothing done at this time.

The vessel has been sold at this time and has been renamed "LETIZIA MONTANARI", Port of Registry Trieste.

The new Owners are Bruno & Eredi Arturo Montanari of Trieste.

G. V. Naylor

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