

10 JUN 1929

Rpt. 8.

(Received at London Office.....)

No. 10878

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4/6/29 When handed in at Local Office 4/6/29 Port of GENOA

No. in Survey held at GENOA Date, First Survey 2/5/28 Last Survey 24/5/29
Reg. Book. (No. of Visits 37)

64816 on the ~~WOODCROFT~~ Steel Sc.Sr. "A T T I V I T A"

TONNAGE:— Built at Vancouver B.C. By whom J. Coughlan & Sons When 1919 MONTH 7
GROSS 5714 Owners Lloyd del Pacifico Owners' Address
UNDER DK. 5148 Managers Port belonging to Savona
NET 3429

Surveyed Afloat or in Dry Dock? Both Name of Dock Grazie D. Dock & Genoa Harbour Destined Voyage South America
WB=Cell DBor DBa feet; uE&B feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 88167 Port Lon.

(Periodical Surveys, when held, must be reported in detail and serially 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. S. 27.2.28

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 } 5 ft. 11 1/2

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY No.3 & ALTERATIONS—

NOW DONE:— S.S. No.3- Made now at the Owners request.

Vessel placed in dry dock, bottom, keel and rudder cleaned, examined and coated. Bottom scaled, rudder lifted, lignum vitae bushes and bronze liners fitted to gudgeons and pintles respectively. The holds, peaks, tween decks, coal bunkers and machinery space cleared. All close ceiling removed from tank tops in holds and bunkers, limber boards removed throughout, steel work generally exposed including plating under side lights and in way of ash shoots. All oxidation removed from surface of inside of steel plating, frames, stringers, hooks, floor plates, keelsons, beams bulkheads and steel work examined and found in good condition, the whole recoated. (There being no indication of wasting it is not considered necessary to drill the shell.) All double bottoms and peak tanks tested by water pressure and subsequently examined internally, floors scaled and coated

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblng. Plates under Sounding Pipes <u>Yes</u>	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month Year
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>Good</u>	Boats <u>Good</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Beams & Fastenings <u>"</u>	Ceiling <u>Under hatches</u> <u>"</u>	Scuppers <u>"</u>	Condition, how ascertained <u>Examination</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which.) <u>Good</u>	Cargo Hatchways <u>"</u>	(State if wedges removed) <u>Yes</u>
Breasthooks <u>"</u>	Rudder <u>"</u>	Hatches <u>"</u>	Sails <u>"</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>2</u>
Frames <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>	Anchors, No. of <u>5</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>"</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>None</u>	Breasthooks & Stemson ditto <u>"</u>	length <u>270 fms.</u> size <u>2 4/16"</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>"</u>	Rule length <u>"</u> size <u>"</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto <u>"</u>	Hawser & Warps <u>Stated sufficient</u>
Keelsons <u>"</u>		Stringers, Clamps & Shelves ditto <u>"</u>	Standing and Running Rigging <u>Good</u>
Stringers <u>"</u>		Salting ditto <u>"</u>	
Inner Bottom Plating <u>"</u>		(State if examined.) <u>"</u>	

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 condition and eligible in my opinion to remain as now classed with fresh record of survey 5-29 & notation S.S.Genoa No.3-5-29.

Survey Fee (per Section 29) Lat. 2000.-
Special Damage or Repair Fee (if any) L
Travelling Expenses (if chargeable) L 500.-
Second Surveyor's Fee (if any) L 100.-
Rigger's Fee 100.-

Committee's Minute TUE 25 JUNI 1929

Character Assigned 100 A1

Fees applied for, 4/6/29

Received by me, 8.8.29

Surveyor of Lloyd's Register of Shipping.

WED. 17 AUG 1929

Lloyd's Register Foundation

CERTIFICATE WRITTEN

SS No. 3-5-29 + LMC 6-29
SN 6.79 + NE 15. refitted 6.29

005132-005140-0261 1/2

where necessary. Tank tops and limbers tarred and cemented, ceiling and bunker boards relaid (it was not considered necessary to drill the deck) chain cables ranged and examined, chain locker examined and cables replaced. Masts, spars and rigging (see Rigger's report attached) and general equipment examined, wedges removed, masts scaled and coated, wedges replaced, and canvas covers renewed. Hatches and fastenings examined in position at the hatchways, steam steering engine and its connections, telemotor gear, rudder, quadrant, tillers, steering gear, windlass, hand pumps, valves, watertight doors, air and sound pipes & ventilators examined and found or placed in good condition. Doubling plates found or fitted under sound pipes. Ash shoots examined. Freeboard verified.

Only minor wear and tear repairs which in my opinion are not worthy of record were found necessary at this survey.

ALTERATIONS- The original steam turbine engines of this vessel have been removed and replaced by a power unit of reciprocating type taken from the S/S "FIANONA" No. 70779 in the Register Book.

The turbine seatings and shaft stools have been removed. Part of the tank top plating in the engine room removed and new plating of thickness 25 m/m. fitted in way of the new engine bedplate. The inboard intercostal girders, port and starboard sides have been cut away and new girders fitted in a suitable position with double angle connections so disposed as to take the holding down bolts. The tunnel and part of the after watertight engine room bulkhead has been reconstructed to form a thrust recess & a thrust seating has been built in suitably supported by girders fitted in the double bottom. The reverse frames in way of same doubled and new shaft stools fitted and arranged to take the new line of shafting. Watertight door fitted to tunnel in thrust recess, operated from above the main deck. Thrust recess, new portion of after engine room bulkhead and watertight door hose tested and found good. Stern frame re-bored to take new tail shaft.

The saddle back of the coal shoot has been raised to permit access to the new engine cylinders, and so arranged as to pass coal into both bridge and tween deck bunkers. Clamped steel doors fitted in way of coal shoot opening in bridge space, P. & S.

After coaling hatch in bridge space permanently closed with steel plating.

The lower deck under coal shoot saddle back partly cut away to admit new engines and beams in vicinity reinforced and horizontal brackets fitted to casing sides in compensation. Pillar on starboard side under casing in machinery space moved outboard two feet and one frame space forward. Pillar reinforced with additional bracket attachments to beams and casings and solid plate intercostal girder with double connections fitted under same for two frame spaces, in double bottom.



© 2020

Lloyd's Register
Foundation