

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1/4/40. When handed in at Local Office 1/4/40. Port of GENOA.
 No. in Survey held at GENOA. Date, First Survey 23/3/40. Last Survey 29/3/40. 19x
 Reg. Book. 24939 on the W 660, Iron or Steel Sc. "GIULIA"
 (No. of Visits Five.)

TONNAGE:— Built at Monfalcone By whom Cant. Nav. Triestino When 1926 1
 GROSS 5921 Owners "Italia" S. A. di N. Owners' Address —
 UNDER DEK 4955 Managers — Port belonging to Genoa
 NET 3737

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

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 39920 Port N.Y.K.

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

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

CHARACTER.
 & for Special Survey.
 Date of last Survey and of
 Periodical Surveys.
 * 100 A.I.
 1-40
 ss. Tri. N° 2-34
 ss. Gen. N° 3-10-38
 Fitted for carrying oil F.P.
 above 150°F.
 Machinery and Boiler
 Surveys
 (including date of N.B., in any).
 * LMC. CS. 10-38
 6-39
 DBS. 6-39
 * Lloyd's RMC.
 I-40
 NDB(S) 27
 CL. I-40
 Society's Freeboard (if assigned) as
 painted on Ship and now verified

YES. NOT REQUIRED.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND CONDITION—

Damage stated to have been caused by heavy weather on the 1st February 1940 while on a
 voyage from Seville to New York, and on 27th February 1940 while on a voyage from New York to
 Genoa.

NOW DONE:— Vessel placed in dry dock, the bottom and rudder cleaned and examined.

DAMAGE — N°2 keel plate renewed.

Shell plate A.3. on port side renewed.

Shell plate A.3. on starboard side faired in place.

Strap fitted on lower landing of B.I. on port side.

Two short lengths of bilge keel bulb plate on port side renewed and 2 removed, faired and
 refitted. 2 lengths of starb. side renewed, and one removed, faired and refitted. P.T.O.

DUAL SURVEY
 L.R. & R.L.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2							PLEASE SEE REPORT
Removed and Faired or Repaired				2				
Faired or Repaired in place	1							
PRESENT CONDITION OF THE								
Decks	GOOD	Bulkheads	✓	Engine Room Skylights	GOOD	Copper, or Y.M.		(State if on Felt.)
aulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	✓	Year
Coamings	"	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	✓	
Beams & Fastenings	✓	Rudder	GOOD	Scuppers	✓	Masts, Yards, &c.	GOOD	
Outside Plating	GOOD	Steering gear and its connections	"	Cargo Hatchways	GOOD	Condition, how ascertained	FROM DECK	(State if wedges removed)
" " in way of sidelights	✓	Windlass	"	Hatches	✓	Equipment letter	2	
Frames	✓	Have pumps been examined and found effi- cient?	✓	Planking	✓	Anchors, No. of	3B. 1S	
Reverse Frames	✓	Have Sluice Valves been examined and found effi- cient?	✓	Caulking	✓	Cables (State if now ranged)	NO	
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	" length (on board) mean diamr.	STATED	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	" Rule length COMPLETE size	COMPLETE	
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	Chain Locker	✓	
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Hawsers & Warps	GOOD	
Stringers	✓			" " at other places	✓	Standing and Running Rigging	"	
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	✓	Sails	✓	
Have the Tanks been examined internally?	✓			Salting	(State if examined)			
Have the Tanks been tested?	NO DATA							

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of
 survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as classed with fresh record

of survey 3-40, subject to solepiece of stern frame (E.W.7-34, reinforced 12,37; E.W.10,38) and
 stern frame (E.W.5,35 - 1,37 and 12,37) to generally examine next docking. (No Interim Cert.
 issued).

Survey Fee (per Section 20) Conda. Lit. 200.- : Fees applied for, 2/4/40. SBL
 Special Damage or Repair Fee (if any) £ " 600.- : Received by me, 19
 Travelling Expenses (if chargeable) £ " 85.- :
 Late Fee £ " 100.- :
 Second Surveyor's Fee (if any) £ " :
 TUE. 23 APR 1940

Committee's Minute
 Character Assigned

DUAL CLASS. 32, 140

100A1 Subject
 Fitt for fair oil

TUE. 12 MAY 1942

OMIT CLASS
 ON RE-PRINT.

Surveyor to Lloyd's Register of Shipping.

A number of shell rivets forward renewed.

Lower landing of "A.I." Port and Starboard on stem shoe plate reinforced with electric welding.

Two floors in No.1 D.B. Tank faired in place.

No.1 D.B. Tank tested on completion and found satisfactory.

Rudder lifted and found in good order.

CONDITION. - WEAR & TEAR REPAIRS. - Doubling plate fitted on after keel shoe plate.

Bottom and rudder recoated and a few minor repairs effected.

STRENGTHENING. - The Owners have at this time carried out the following strengthening forward:-

- 1) - No.2 keel plate referred to above has been renewed 2 m/m thicker than previously.
- 2) - The half height intercostal side girder in No.1 D.B. Tank was made full height on alternate frame spaces for 7 frame spaces by fitting plate welded to inner bottom and rivetted to existing half height intercostal. See sketch.
- 3) - In line with D.B. tank floors, 120 x 90 x 12 angle bars were fitted, ~~WELDED~~ to tank top plating and extending across tank top and lapped to extended angle on frame bottom brackets. In way of centre line bulkhead the bars were bracketted to bulkhead. In addition the heels of reverse bar from 1-19 were reinforced with electric welding (See sketch). The Owners stated that this strengthening was carried out as it had been noted vessel pounded heavily forward during light ship voyages.

S. R. LIST. - Solepiece of stern frame (E.W.7-34; reinforced 12-37; E.W.10-38) and stern frame (E.W.5-35, 7-37 and 12-37) specially examined and remains efficient.

Generally examined decks, casings, coamings, hatchways, hatches, windlass, steering gear (direct coupled) and general equipment and same in order.

SBL

