

Date of writing Report 24/8/56 When handed in at Local Office 24/8/56 Port of GENOA
No. in Survey held at GENOA Date, First Survey 21/7/56 Last Survey 19/8/56
Reg. Book 26138 (No of Visits 12)
on the ~~Wood, Iron or Steel~~ M/Tanker "GOLFO DI CASTELLANMARE" ex "SAN AMADO" YEAR MONTH

TONNAGE: — Built at Glasgow By whom Blythswood S.B.Co.Ltd. When 1935 - 2
GROSS 7316 Owners. Compagnia Palermitana di Naviga- Owners' Address. Via Mariano Stabile 102.
UNDER DK - zione. (if not already recorded in Appendix to Register Book) Palermo.
NET 4392 Managers - Port belonging to Palermo

Surveyed Afloat or in Dry Dock? both Name of Dock - Destined Voyage -

Cell DB or DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

CHARACTER.	Machinery and Boilers
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N.B.—All alterations in the existing records should be underlined.

Last Report/No. 21676 Port. Spy

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.

London 1tr. Class(H) dated 26/6/56

In damage cases where the Surveyor has not made a special damage report he is required to state whether *Society's Freeboard (if assigned) as assigned on Ship and now verified*

Damage report to follow. Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE FOR GENERAL EXAMINATION WITH A VIEW TO POSTPONEMENT OF SPECIAL SURVEY ALSO FOR DAMAGE TO SHELL PLATING AND INTERNALS IN WAY

Now done for :-

A) GENERAL EXAMINATION WITH A VIEW TO POSTPONEMENT OF SPECIAL SURVEY:-

Vessel placed in dry dock, shell plating, sternframe and rudder cleaned, examined and coated.

Ship un-docked on the 22nd July, 1956.

Generally examined :

Generally examined
Weather decks, hatchways with their closing and securing appliances, ventilators and

other deck openings, casings and superstructure bulkheads with their closing appliances,

.../...(See continuation on sheet No.2)

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed								1 side stringer (partl
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE					
Decks	efficient	Bulkheads	good	Engine Room Skylights	good
Caulking of Decks	good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	-
Beams & Fastenings	"	Rudder	good	Scuppers	-
Outside Plating	efficient	Steering gear and its connections	good	Cargo Hatchways	good
" " in way of sidelights	-	Windlass	good	Hatches	"
Frames	efficient	Have pumps been examined and found efficient?	no	Planking	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	
Longitudinals	good	Have Watertight Doors been examined and found efficient?	-	Treenails	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	
Keelsons	"	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	
Stringers	efficient			" " at other places	
Inner Bottom Plating	good			Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	see above			Salting	
Have the Tanks been tested?	see above			State if examined	

Copper, or Y.M.	
(State if on Felt.)	
When fitted, Month	Year
Boats	-
Masts, Yards, &c.	good
Condition, how ascertained	from dk
(State if wedges removed.)	
Equipment letter	b + 2 1/8 S
Anchors, No. of	3B + 1S
Cables (State if now ranged)	no
" length	- mean diam. -
(on board.)	
" Rule length	- size -
Chain Locker	-
Hawsers & Warps	-
Standing and Running Rigging	-
Sails	-

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," "to remain as classed and to have record of survey," "1-38," and the notations of *ex. No. 1-38*."

This ship, so far as now seen, is in our opinion eligible to be continued as now classed with

record of docking 7/56, subject to damaged shell plating and internals in way port & stbd.

forward being dealt with as necessary at the Special Survey.

Survey Fee (per Section 23) SEN. EXAM £45 : 63,000 Fees applied for, 1

Special Damage or Repair Fee (if any) _____
(per Section 23) *W.E.T. Rm.* *24000* *20/9/19* *56* *Thompson*

Travelling Expenses (if chargeable) *216 28998*
42 4252

Received by me, *19* **(J.A.Mavor - F.Suligo - J.D.Sutherst - F.Petron**
 Secretary to Lloyd's Register of Shipping

Second Surveyor's Fee (if any) 2.00 12000
REV. 11/77 REV. 11/77 2946 THURSDAY 8 NOV 1954

Committee's Minute

Character Assigned	Noted for SS (Statement under 2,5) approved	Noted for	No	for

Base yth (255) 5N85C 1.56 yth DB58,56 Header

007013 - 009020 - 0014

spaces, under boilers, pump room aft, piston cooling F.W. double bottom tank, cofferdam between foregoing and lub.oil double tank, main cargo tanks No.2 port & centre, No.3 stbd. & centre, No.4 port, No.5 port, No.6 starboard, No.7 port & stbd., forward main cofferdam.

Hydraulically tested :-
Forward main cofferdam.

REPAIRS Wear and Tear now satisfactorily carried out :-

- 1) Rudder carrier bearing removed, overhauled, bearing surfaces machined and liners fitted to raise rudder.
- 2) Upper deck: One plate port and one plate starboard in 1st strake adjacent to centre line strake, aft. of dry cargo hold hatchway, (found wasted), doubled.
- 3) Forward main cofferdam (port & stbd.) : after bulkhead plating (fractured) cropped and part renewed or locally doubled.
- 4) No.7 wing cargo tank port side : one horizontal strut (buckled) renewed.

REPAIRS Wear and Tear deferred to the Special Survey :-

- 5) Upper deck plating to be dealt with as necessary where thin or corroded (same considered efficient in the meantime).

The general examination in compliance with Circular 1959 has now been completed and the general condition of the ship is considered good and, in my opinion, suitable for the Special Survey being postponed until February 1957 as requested by the Owners (See Committee cablegram of the 29th June, 1956).

B) DAMAGE STATED TO HAVE BEEN CAUSED BY STRIKING BERTH FENDER AT SINGAPORE, ON THE 19th OCTOBER 1955.

Upon examination the following

Damage found :-

Shell plating stbd.side (numbering from aft.): plates G 17, G 18, H 17, H 18, J 15, J 17 indented.

Internals in way of the above shell plates:

- a) In No.6 (from aft.) wing cargo tank stbd.side: from forward bulkhead, Nos.1, 2, 9 & 10 frames distorted between upper stringer and deck, Nos. 1, 2 & 7 frames slightly distorted between upper & lower stringers.
- b) In No.7 (from aft.) wing cargo tank stbd.side : from aft. bulkhead, Nos.1 to 10 frames distorted between upper stringer and deck, also one of them fractured. Upper side stringer fractured aft. in way of toe of end bulkhead bracket.

Permanent repairs now carried out :-

No.7 wing tank stbd. side, upper side stringer(fractured) partly renewed and one frame (fractured) veed out & welded, and locally doubled.

Deferred repairs :-

Repairs to all damage except those now done as mentioned above were deferred until the Special Survey, the affected structure being considered efficient in the meantime.

C) DAMAGE STATED TO HAVE BEEN CAUSED BY STRIKING THE JETTY AT SAIGON, 8th December 1955.

Upon examination the following

Damage found :-

Shell plating port side (numbering from aft.): plates G14, H15, J13, J14 indented.-

Internals in way of the above shell plates (No.5 from aft., wing cargo tank): From forward bulkhead, Nos.1, 2, 3 & 4 frames distorted between upper stringer and deck, Nos. 1, 2 & 3 frames also slightly distorted between upper and lower stringer, Nos. 7 & 8 frames distorted at top.

.../(See continuation on sheet 3)

M/T "GOLFO DI CASTELLAMMARE" ex "SAN AMADO"

(sheet No.3)

From after bulkhead, No.1 frame distorted from upper stringer to deck. Upper stringer buckled in way of frames Nos. 1, 2, 3 & 4 from forward bulkhead.

No repairs to Damage C) as above were carried out at this time, the affected structure having been considered efficient in the meantime and same, in our opinion, may be deferred until the Special Survey.

PLEASE NOTE: The ship has now been sold to Italian Owners, and the new particulars to be inserted in the Register Book are the following :-

Name: " GOLFO DI CASTELLAMMARE ".

Port of Registry : Palermo.

Flag: Italian.

Owners: Compagnia Palermitana di Navigazione.

Owners' address: Via Mariano Stabile 102, PALERMO.

Interim certificate issued - copy attached.

FS



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Lloyd's Register
Foundation

At this time the stay tubes of the P & S boilers were specially examined and in my opinion, remain efficient in the present condition.

On completion the P & S donkey boilers were hydraulically tested to 150 lbs/sq.inch and found tight.

ELECTRICAL EQUIPMENT :

Circular 2032 :

Lighting wiring and fitting in the P.S. and S.S. store spaces of the lower bridge houses have been rendered "dead". Two flame proof type lighting fittings have been placed in way of the passages of the central space.

Wear and Tear Repairs :

The two 16 Kw. generators have been overhauled. The main switchboard and some distribution boards have been refitted in good order. A certain number of lengths of electric cables and lighting fittings have been renewed in E.R. and B.R.

The navigation light distribution board and circuits have been repaired as found necessary.

Liby. Dy