

# REPORT OF SURVEY FOR REPAIRS, &c.

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

Built at Glasgow By whom Blythswood S.B.Co.Ltd. When 1935 - MONTH 2  
 Owners Compagnia Palermitana di Navigazione Owners' Address Via Mariano Stabile 102, Palermo.  
 Managers - Port belonging to Palermo

TONNAGE: GROSS 7316 UNDER DK - NET 4392  
 Surveyed Afloat or in Dry Dock? both Name of Dock - Destined Voyage -  
 Cell D Bor DBa - feet; uE&B - feet; f - feet  
 total capacity - tons. FPT - tons; APT - tons; MT - feet. tons.

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. 21676 Port Spy

Periodical Surveys, when held, must be reported in detail and verbatim 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 ltr. (Classn(H) dated 26/6/56 & London telegram dated 29/6/56.

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.

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

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 :  
 Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements, engine & boiler  
 ..../... ( 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 (partly)
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	efficient	good	good	good	good	good	(State if on Felt.)
Caulking of Decks	good	Celling	-	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	efficient	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained	from dk
" " in way of sidelights	efficient	Windlass	good	Hatches	"	(State if wedges removed.)	
Frames	-	Have pumps been examined and found efficient?	no	Planking	/	Equipment letter	B + 2 1/8 SQ
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	-	Caulking	/	Anchors, No. of	3B + 1S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Treenails	/	Cables (State if now ranged)	no
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	/	" length	-
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	/	" Rule length	size -
Keelsons	"	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	/	Chain Locker	-
Stringers	efficient			" " at other places	/	Hawsers & Warps	-
Inner Bottom Plating	good			Stringers, Clamps & Shelves	/	Standing and Running Rigging	-
Have the Tanks been examined internally?	see above			Siding	/	Sails	-
Have the Tanks been tested?	see above						

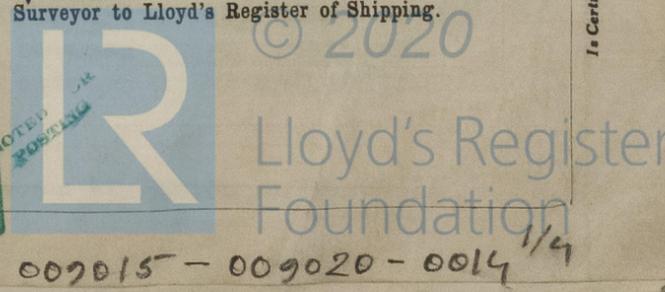
### General Observations, Opinion as to Class, Recommendation, &c. :

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 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 £47 : 63.000	Fees applied for,	20/9/56
Special Damage Repair Fee (if any) (per Section 23) W. & T. Rpm.	£47 31.000	Received by me,	19
Travelling Expenses (if chargeable)	£47 28.988	(J.A. Mayor - F. Suligoi - J.D. Sutherst - F. Petronio)	
SUNARY & LATE	£47 4.252	Surveyor to Lloyd's Register of Shipping.	
Second Surveyor's Fee (if any)	£47 12.000		
REV. TAX	£47 7.945		
Committee's Minute			

Character Assigned Deferred for SS (Postponement until 2,57 approx)  
Wule Gyn (ass) but 7,56 Gyn  
 SN85C DB38,5C  
 THURSDAY 8 - NOV 1956  
 Noted for Header



002015 - 009020 - 0014 1/4

Has a Survey also been held on the machinery of this vessel, or when will it be sent? If so, is the report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

spaces, under boilers, pump room aft, piston cooling F.W. double bottom tank, cofferdam between foregoings 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.

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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.

*S.Bg. P*

