

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27 - 7 - 1956 When handed in at Local Office 30/7/56 Port of La Spezia
 No. in Reg. Book Survey held at La Spezia Date, First Survey 19 - 7 - 1956 Last Survey 19 - 7 - 1956
 (No. of Visits 1)

26138 on the ~~XXXXXX~~ Steel M/tanker "SAN AMADO" By whom Blythwood S.B. Co Ltd. When 1935 MONTH 2
 TONNAGE : Built at Glasgow Owners EAGLE OIL & Shipping Co Ltd. Owners' Address --
 GROSS 7316 Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. -- Managers -- Port belonging to London
 NET 4392

Surveyed Afloat or in Dry Dock? afloat Name of Dock -- Destined Voyage La Spezia-Genoa direct
 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. 11191 Port Sng

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

Head Office telegram of 19.7.56 and previous correspondence.

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 6 ft. 1 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR GENERAL EXAMINATION

Now done. The following parts now generally examined with a view to issuing an Interim Certificate to the ship for one voyage in ballast from La Spezia to Genoa direct, as approved by Head Office with telegram dated 19th July, 1956:

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, pumps, fore peak spaces (excluding peak tank), pump rooms and machinery spaces.

The condition of the ship, so far as now surveyed, was considered efficient for the proposed voyage.

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks efficient	ply. exam. efficient	efficient	(State if on Felt.)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement or Asphalt "	Oil Bunkers "	
Beams & Fastenings "	Rudder "	Scuppers "	Boats not exam.
Outside Plating "	Steering gear and its connections good	Cargo Hatchways efficient	Masts, Yards, &c. efficient
" " in way of sidelights "	Windlass "	Hatches & covers "	Condition, how ascertained from deck
Frames ply. exam. efficient	Have pumps been examined and found efficient? Yes	Planking	(State if wedges removed.)
Reverse Frames "	Have Sluice Valves been examined and found efficient? --	Caulking	Equipment lettered 2 1/8" SQ
Longitudinal ply. exam. efficient	Have Watertight Doors been examined and found efficient? Yes	Treenails	Anchors, No. of 3B + 1S
Transverses " "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	Cables (State if now ranged) no
Floors "	Air and Sounding Pipes above W.D. eff.	Transoms, Pointers & Crutches	" length -- mean diamr. --
Keelsons "	Doubling Plates under Sounding Pipes --	Timbers of Frame at openings	" Rule length -- size --
Stringers "		" " at other places	Chain Locker sufficient
Inner Bottom Plating "		Stringers, Clamps & Shelves	Hawsers & Warps sufficient
Have the Tanks been examined internally? NO		Siding	Standing and Running Rigging efficient
Have the Tanks been tested? NO		State if examined	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," 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 surveyed, is eligible, in my opinion, to remain as classed for one voyage from La Spezia to Genoa direct in ballast condition, subject to all the conditions attached to the ship's class to be dealt with as previously recommended.

Survey Fee (per Section 23) PART GEN. EXAM. 15.000
 PART REN. FREEBOARD 12.500
 Special Damage or Repair Fee (if any) 690
 Travelling Expenses (if chargeable) 2.064
 Second Surveyor's Fee (if any) REV. TAX 12.68
 Committee's Minute
 Character Assigned

Fees applied for, 30/7/56

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

(G. Montani)

TUESDAY 28 AUG 1956

Refused for SS & drydocking

Lloyd's Register Foundation

N.B. The ship sailed on the 20th July 1956 from this port bound for Genoa where she will be dry docked.

Q. If this Patent is copied by Corving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to flow through to the other side.

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN