

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. 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". Built at Glasgow. By whom Blythwood S.B.Co Ltd. When 1935. MONTH 2. TONNAGE: GROSS 7316. OWNERS: EAGLE OIL & Shipping Co Ltd. Owners' Address --. UNDER DK. NET 4392. Managers --. Port belonging to London.

Surveyed Afloat or in Dry Dock? afloat. Name of Dock --. Destined Voyage La Spezia-Genoa direct. Cell D/Bor D/Ba feet: uE&B feet: f feet. total capacity tons, FPT tons; APT tons; MT feet tons.

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

Last Report, No. 1191. Port Sng. Head Office telegram of 19.7.56 and previous correspondence.

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100 A 1	+ L M C
carrying petro-	6,55
leum in bulk	BS d 6,55
SS (M) 6,55-12mos CL	9,53
Dkg. 6,55	

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. 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks efficient	Bulkheads ply.exam.efficient	Engine Room Skylights efficient	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling --	Coal Bunkers, Openings, Covers, &c. --	When fitted, Month Year
Coamings "	Cement or Asphalt --	Oil Bunkers --	Boats not exam.
Beams & Fastenings --	Rudder --	Scuppers --	Masts, Yards, &c. efficient
Outside Plating --	Steering gear and its connections good	Cargo Hatchways efficient	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights --	Windlass "	Hatches & covers "	Equipment lettered 2 1/8" SQ
Frames ply.exam. efficient	Have pumps been examined and found efficient? Yes	Planking --	Anchors, No. of 3B + 1S
Reverse Frames --	Have Sluice Valves been examined and found efficient? --	Caulking --	Cables (State if now ranged) no
Longitudinal ply.exam.efficient	Have Watertight Doors been examined and found efficient? Yes	Treenails --	" length -- mean diamr. -- (on board.)
Transverses " "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson --	" Rule length -- size --
Floors --	Air and Sounding Pipes above W.D. eff.	Transoms, Pointers & Crutches --	Chain Locker sufficient
Keelsons --	Doubling Plates under Sounding Pipes --	Timbers of Frame at openings --	Hawsers & Warps sufficient
Stringers --		" " at other places --	Standing and Running Rigging efficient
Inner Bottom Plating --		Stringers, Clamps & Shelves --	Sails --
Have the Tanks been examined internally? NO		Salting State if examined	
Have the Tanks been tested? NO			

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 PART GEN. EXAM. £15.000. Fees applied for, 30/7/56. Special Damage or Repair Fee (if any) £12.500. Received by me, G. Montani. Travelling Expenses (if chargeable) £7.064. Second Surveyor's Fee (if any) REV. TAX £12.68. TUESDAY 28 AUG 1956. Committee's Minute. Character Assigned. Referred for SS & drydocking.

G. Montani (G. Montani) Surveyor to Lloyd's Register of Shipping.



