

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th March 1955 When landed in at Local Office 8th March 1955 Port of NAPLES
 No. in Survey held at Taranto Date, First Survey 3rd March Last Survey 5th March 1955
 Reg. Book 02945 on the Steel Twin Sc. M/T "BARBARA" (No. of Visits four)
 TONNAGE: — Built at Hamburg By whom Deutsche Werft AG When 1939 YEAR. MONTH. 3rd
 GROSS 9825 Owners Enrico Insom Owners' Address —
 UNDER DK 8935 Managers — (If not already recorded in Appendix to Register Book)
 NET 5747 Port belonging to Rome

Surveyed Afloat or in Dry Dock? both Name of Dock Bacino Ferrati Navy Yard Destined Voyage —
 Cell DBor 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.

yes Last Report, No. 11794 Port Insl

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 cases.

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. services

offered but declined.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR damage repairs. Condition.

NOW DONE: For damage stated caused by heavy weather encountered during a voyage from Messina to Marseille (coming from Mena Al Ahmadi) on 21st February 1955. Vessel placed in dry dock, bottom, rudder and sternframe cleaned examined and found in good order except the following:
 A plate of the port bilge strake, in way of the bulkhead between the N° 6 & 7 port wing tanks found fractured, and the bilge keel in way (riveted) also found fractured. Several plates of the D strakes port and starbd have been found set up between frames in way of N° 6; 7, tanks, pump room and N° 8 tank. The position of the set up plating is symmetrical port and stbd (please see rough sketch attached) and the distortion is ranging from about 3/4" to 1 1/2".
 In the engine room the following damage has also been noted:
 The seating of the two last bearings of the intermediate shafts port & stbd have been found fractured in way of welding.
 Two pillars, aft the main engines, have been found fractured in way of the bottom welding.
 Two frames, port side, in way of the bilge pump, have been found fractured and with the riveting of the toe brackets slack.

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

PRESENT CONDITION OF THE

| | | | |
|--|---|--|--|
| Decks <u>good</u> | Bulkheads <u>—</u> | Engine Room Skylights <u>good</u> | Copper, or Y.M. <u>—</u> (State if on Felt.) |
| hauling of Decks <u>good</u> | Ceiling <u>—</u> | Coal Bunkers, Openings, Covers, &c. <u>—</u> | When fitted, Month <u>—</u> Year <u>—</u> |
| Coamings <u>good</u> | Cement or Asphalt <u>—</u> | Oil Bunkers <u>—</u> | Boats <u>—</u> |
| Beams & Fastenings <u>—</u> | Rudder <u>good</u> | Scuppers <u>good</u> | Masts, Yards, &c. <u>good</u> |
| Outside Plating <u>good</u> | Steering gear and its connections <u>good</u> | Cargo Hatchways <u>good</u> | Condition, how ascertained <u>from deck</u> (State if wedges removed.) |
| " " in way of sidelights <u>—</u> | Windlass <u>good</u> | Hatches <u>good</u> | Equipment letter <u>—</u> |
| Frames <u>—</u> | Have pumps been examined and found efficient? <u>no</u> | Planking <u>—</u> | Anchors, No. of <u>3B IS</u> |
| Reverse Frames <u>—</u> | Have Sluice Valves been examined and found efficient? <u>—</u> | Caulking <u>—</u> | Cables (State if now ranged) <u>no</u> <u>stated in order diamr.</u> (on board.) |
| Longitudinals <u>—</u> | Have Watertight Doors been examined and found efficient? <u>—</u> | Treenails <u>—</u> | " Rule length <u>—</u> size <u>—</u> |
| Transverses <u>—</u> | Have Ventilators and their Coamings been examined and found efficient? <u>yes</u> | Breasthooks & Stemson <u>—</u> | Chain Locker <u>—</u> |
| Floors <u>—</u> | Air and Sounding Pipes <u>good</u> | Transoms, Pointers & Crutches <u>—</u> | Hawsers & Warps <u>good & suff.</u> |
| Keelsons <u>—</u> | Doubling Plates under Sounding Pipes <u>—</u> | Timbers of Frame at openings <u>—</u> | Standing <u>—</u> Rigging <u>good</u> |
| Stringers <u>good</u> | | " " at other places <u>—</u> | Sails <u>—</u> |
| Inner Bottom Plating <u>—</u> | | Stringers, Clamps & Shelves <u>—</u> | |
| Have the Tanks been examined internally? <u>no</u> | | Splicing <u>—</u> (State, if examined) | |
| Have the Tanks been tested? <u>no</u> | | | |

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 be continued as now classed with fresh record of Docking date 3.55 subject to the bottom plating being specially examined and dealt with at the next special survey.

Dual Class

| | |
|---|-----------------------------|
| Survey Fee (per Section 23) <u>Condition Lit. 8.500.-</u> | Fees applied for, <u>19</u> |
| Special Damage or Repair Fee (if any) <u>2 " 31.500.-</u> | Received by me, <u>19</u> |
| Off. & Car Exps <u>2 " 8.085.-</u> | |
| Travelling Expenses (if chargeable) <u>2 " 17.800.-</u> | |
| Late fee <u>2 " 5.000.-</u> | |
| Stamp & Survey Fee (if any) <u>2 " 2.544.-</u> | |

(Please see Rpt 9.)

Committee's Minute

FRIDAY 15 APR 1955

Character Assigned

3.55 No subject

Surveyor to Lloyd's Register of Shipping.

010675-010686-0081 1/2

Lloyd's Register
Foundation

M/V "BARBARA." 8.

Rpt. 9a

Port of NAPLES

Continuation of Report No. 5352, dated

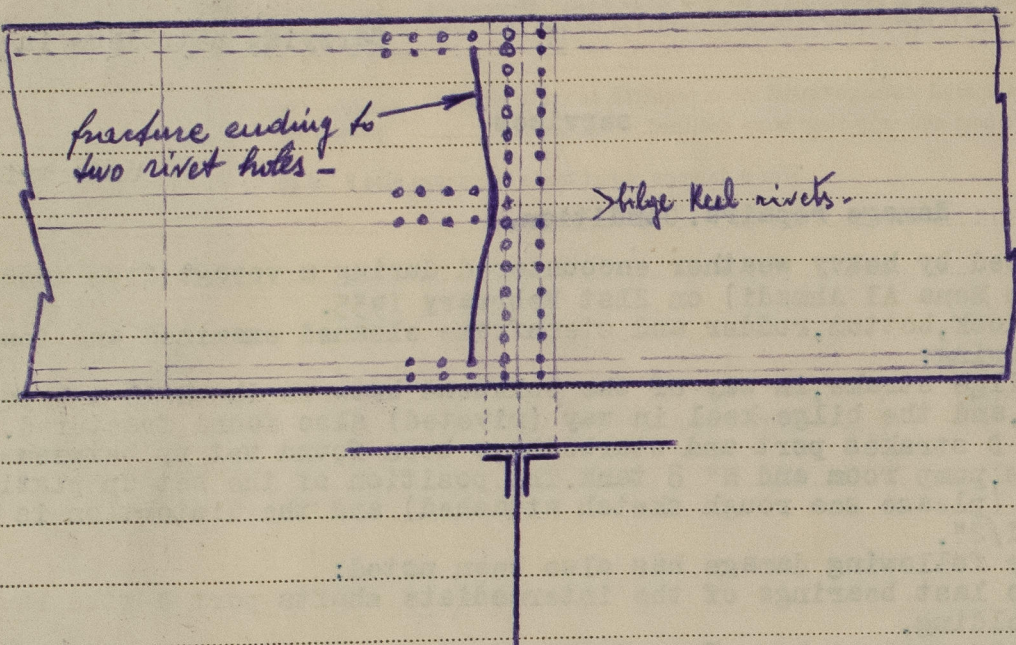
on the *short side*

DAMAGE REPAIRS EFFECTED:

The fractured plate of the bilge strake in way of the bulkhead between N° 6 & 7 port wing tank has been renewed.
The bilge keel in way has been renewed.
Both bearing seating have been rewelded and reinforced with two brackets.
The fractured welds of the two pillars have been chipped out and rewelded.
The fractured frame N° 27 port side has been welded and a reinforcing plate has been fitted by EW, and the frame N° 28 has been repaired by riveting and EW.
The torn zinc plates at the after end have been replaced.
The set in plate of the D strake port side has been faired in place.
The stbd bilge keel has been repaired by EW.

It has been suggested to fit doubling plates to the D strakes in way of the four zones where the shell plating is set up and the plates presents marks of fatigue, previous the fairing of the damaged plates, but being the vessel urgently required and the stbd side tanks not gasfreed for flame this proposal has not been carried out. It has been recommended to have the bottom plating, in way of N° 6, 7 tanks, after pump room, and N° 8 tanks port and starbd specially examined and dealt with at the next special survey.

! due 12/55



Fractured plate of
the port bilge stake -

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|-------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|---------------------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| | 1st Bower | | | | | | | | | | | | | | If several, state name of Preference. | | |
| | 2nd " | | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | | |
| | Collective Weight | | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | | |

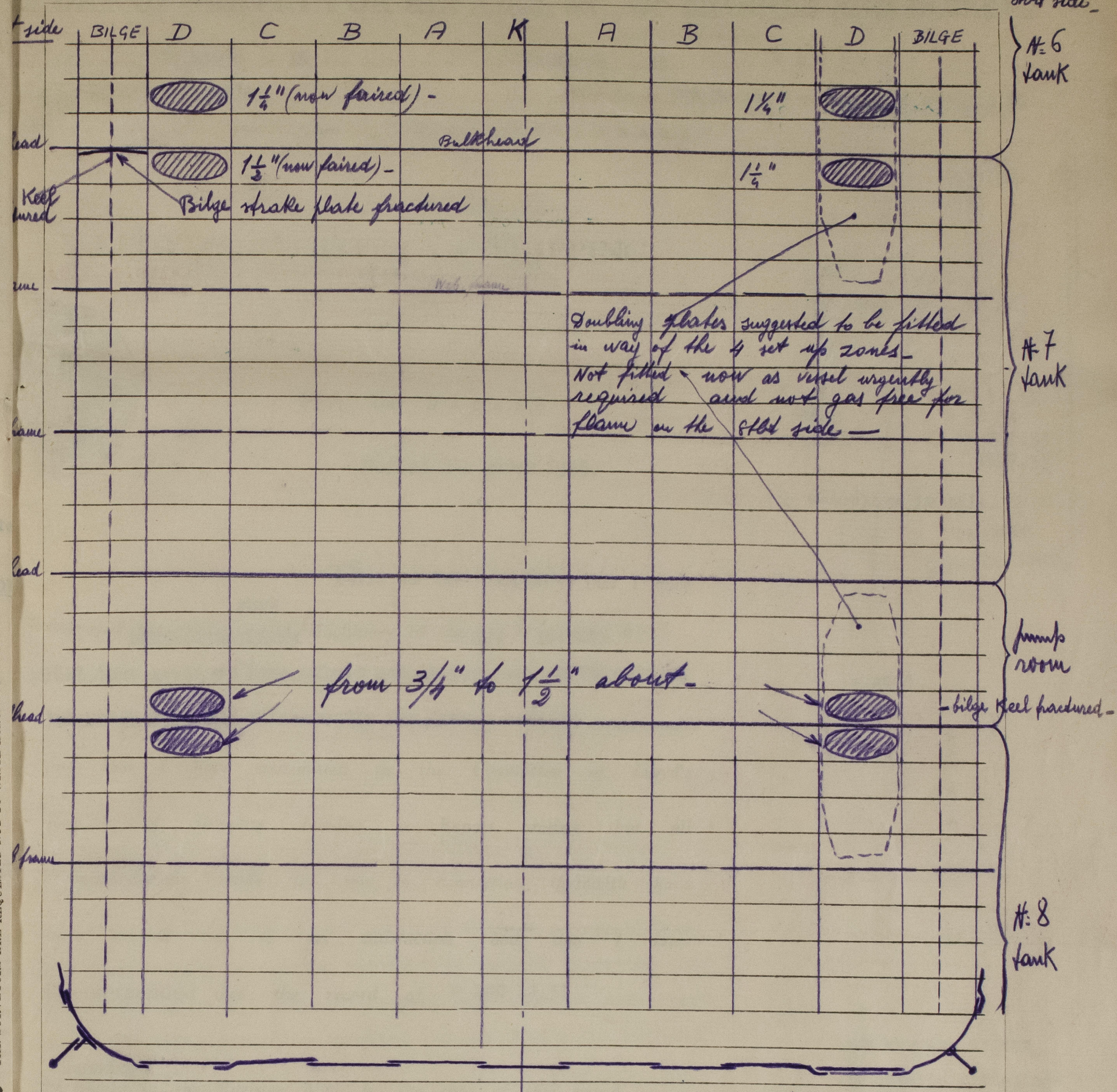
* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying 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 show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



Doubling flanges suggested to be fitted
in way of the 4 set up zones -
Not fitted - now as vessel urgently
required and not gas free for
flame on the old side -

from $\frac{3}{4}$ " to $1\frac{1}{2}$ " about -

- bilge keel fractured -

Hernandez