

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Mar. 6, 1957 When handed in at Local Office Mar. 6, 1957 Port of Newport News, Virginia
No. in Reg. Book Survey held at Norfolk, Virginia Date, First Survey 17 Feb. Last Survey 22 Feb. 1957
(No. of Visits 5)

53960 on the ~~Wood Iron~~ Steel "BOGLIASCO"
TONNAGE:— Built at Port Glasgow By whom Lithgows When 1942 7
GROSS 6904 Owners Industriale Marittima S.P.A. Owners' Address —
UNDER DK. — Managers — (if not already recorded in Appendix to Register Book).
NET 4230 Port belonging to Genoa

Surveyed Afloat or in Dry Dock? Both Name of Dock Norfolk Shipbuilding and Dry Dock Co.
Cell DBor 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)

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. 14543 Port Tri

(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. 25.2.57 Class (S)

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 Not required

Society's Freeboard (if assigned) as painted on Ship and now verified } — ft. — ins.

Was a damage report made by anyone else? if so, by whom? Underwriter's Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained during heavy weather 1st February to 13th February, 1957 on Voyage from Treste to Norfolk, Virginia in ballast.

FOUND: Bottom shell plating in way of No. 1 double bottom tank leaking heavily in way of seams and rivets. Keel plates heavily set up between frames. Rudders bottom pintle nut missing and pintle adrift.

NOW DONE: Vessel placed on dry dock. Bottom and rudder cleaned, examined, found and/or placed in good condition and recoated.

Weather deck, hatches and covers, Ventilator, air and sounding pipes, casings, Windlass and Steering gear examined, found and/or placed in good condition.

DAMAGE: Flat keel plates Nos 2 and 3 removed and renewed. Aft end of "A" strake plate No. 2 and "A" strake plate No. 3 port side removed and renewed. "C" strake plate No. 1 and "D"

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P. T. O.
Renewed	4								
Removed and Faired or Repaired	2								
Faired or Repaired in place									

PRESENT CONDITION OF THE

Deck's Good	Bulkheads —	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks Good	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings Good	Cement or Asphalt —	Oil Bunkers —	Boats Good
Beams & Fastenings Good	Rudder Good	Scuppers —	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights —	Windlass Good	Hatches Good	Equipment letter AT at
Frames —	Have pumps been examined and found efficient? —	Planking —	Anchors, No. of 3B 1S
Reverse Frames —	Have Sluice Valves been examined and found efficient? —	Caulking —	Cables (State if now ranged) ranged
Longitudinals —	Have Watertight Doors been examined and found efficient? Yes	Treenails —	" length 270 Ftm mean diamr. 2.3/16" (on board)
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson —	" Rule length 270 Ftm size 2.5/16"
Floors —	Air and Sounding Pipes Good	Transoms, Pointers & Crutches —	Chain Locker Good
Keelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Hawsers & Warps sufficient
Stringers —		" " at other places —	Standing and Running Rigging Good
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Sails —
Have the Tanks been examined internally? NO		Salting (State if examined.)	
Have the Tanks been tested? As Noted			

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 remain as now classed with fresh record of survey 2-57 NNs.

Survey Fee (per Section 29)	\$	See RI/LR slip attached.	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 29)	\$		19
Travelling Expenses (if chargeable)	\$		Received by me.
Second Surveyor's Fee (if any)	\$		19

Committee's Minute
Character Assigned Transmit to London

NEW YORK MAR 27 1957

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

The Captain of the vessel stated the Main deck rivets were loose and leaking and requested renewal of approximately 6000 rivets. It was noted by this surveyor that numerous main deck rivets points were ringed with rust, and it was thought that the rivets had been working. Each rivet was hammer tested and found tight, At the surveyor's request a number of rivets were cut out at various locations, examined and no signs of working found. It was found that the removed rivets had been rusted tight and any mass driving of new rivets would have resulted in loosening the vast majority of the remaining rivets. It was suggested that seams and butts in way of subject rivets be lightly caulked to increase the pressure on the rivet points. This was done and deck hose tested and no evidence of any leakage found.

Rudder unshipped and removed ashore. Lower pintle bolt and bushing renewed and pintle hole bored to suit. A new locking pintle bolt installed.

ANCHORS.

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

CHAIN CABLES.

Rudder reinstalled in good order.

WEAR AND TEAR REPAIRS: Anchors and chain ranged and chain locker cleaned and locker and chain painted. Deteriorated vent and sounding pipes cropped and part renewed in forepeak. No. 1 Double Bottom and No. 2 Double Bottom port and starboard tanks. One chain rail stanchion faired.

Other minor wear and tear repairs effected.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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