

Cantieri Riuniti dell' Adriatico, Trieste

Yard No. 1253

F.E.

Sister vessel to "CARNARO" etc.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME Motor tanker "LIBURNIA" REPORT Tri. No. 13038

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No. 16002 Depth "d".....

2nd Long. No. 43751 Proportions = L 13.74 D

Framing As approved Sheerstrake As approved

The distinctive mark is recommended in accordance with the Secretary's letter of the 2.12.46 to the Builders. This vessel, when on the stocks, was badly damaged by bombing and about 550 tons of steel were used for the repair. Two longitudinal bulkheads are fitted.

The anchors and chain cables on board comply with Rule requirements, but have been tested by the Registro Italiano. It is submitted they be accepted for the figure "1" but that the notation "Lloyd's A & CP" be omitted.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is further submitted she is eligible to

be classed 100A1 "Carrying Petroleum in bulk" 1.47 Tri.

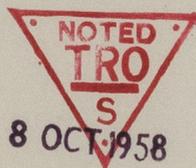
Subject to starboard windlass cable lifter being renewed at the first opportunity.

1 Dk. "Longitudinal framing at bottom & at deck" "pt. Elec. welded" Cell DBuE 78' 170t, Dtf 25' 327t, FPT 133t, APT 102t

FK, 15BH, pt. Cem. P 100' B 44 F 53'

Mchy Aft O.L. 498.7'

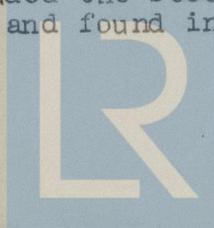
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See letter 20.11.47

It is also submitted the Surveyors be requested to state the reason for recommending renewal of the starboard windlass cable lifter at the first opportunity, whether they have satisfied themselves as to the efficiency of the windlass in the meantime, and to furnish the lengths of the bridge and forecastle in accordance with Circular 1551.

They should be informed it is concluded the steering arrangements have been tried under working conditions and found in order, but they should state if this is so.



Lloyd's Register Foundation 10.4.47