

24 NOV 1953

No. 19607

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 29-10-53 When handed in at Local Office... 29-10-53 Port of GENOA
 No. in Reg. Book. 26843 Survey held at GENOA Date, First Survey 21-9-53 Last Survey 8-10-53
 on the Wood, Iron or Steel s/s "SHAHIN" (No. of Visits 8)

TONNAGE:— Built at NTH. VCR. B.C. By whom NORTH VAN SHIP REPAIRS LTD. When 1943 12
 GROSS 7159 Owners WALLEM & CO. LD. Owners' Address (It not already recorded in Appendix to Register Book).
 UNDER DK 6707 Managers Port belonging to PANAMA
 NET 4361

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ENTE BACINI N. 4 Destined Voyage
 Cell/Dor/Da feet; uE & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT 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. 8138 Port 1. M

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 case. London telegram of 18-9-53

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 ft. ins.

Damage report will follow

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, DAMAGE & EQUIPMENT.

Now done for:

- 1) Docking. Vessel placed in dry dock. Bottom and rudder (lifted and removed) cleaned, examined and coated. Vessel undocked on 31st September 1953.
 Weather decks, hatchways and hatches, ventilators and their coamings, air pipes, casings, steering arrangements, windlass, etc. examined and found or placed in good condition.

Wear and tear repairs now satisfactorily carried out:

- a few leaky shell rivets (p.s.) in way of O.F. bunkers caulked;
- closing appliances to hatchways, casings and air pipes overhauled; two P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								Rudder bearing bushes & plating (part)
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								Upper deck forward.

PRESENT CONDITION OF THE

Decks	good	Bulkheads	—	Engine Room Skylights	good	Copper, or Y.M.	—
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if on felt.)	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month	Year
Beams & Fastenings	—	Rudder	good	Scuppers	good	Boats	not exam.
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	good
" " In way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	—	Have pumps been examined and found efficient?	no	Planking	—	(State if wedges removed.)	—
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	at 2 1/16 (red)
Longitudinals	—	Have Watertight Doors been examined and found efficient?	no	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.	good	Transoms, Pointers & Crutches	—	" length (on board.)	mean diamr. —
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length	size —
Stringers	—			" " at other places	—	Chain Locker	—
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Hawsers & Warps	stated sufficient
Have the Tanks been examined internally?	no			Salting	—	Standing and Running Rigging	good
Have the Tanks been tested?	no				—	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 vessel, in my opinion, is worthy to remain as classed with fresh record of docking 9,53 Gen.

Survey Fee (per Section 23)	DOCKING	64	10000.-	Fees applied for,	24/10/53
Special Damage or Repair Fee (if any)		64	24000.-	Received by me,	23/10/53
(per Sec. 23) CAR FUND		44	1080.-		
Travelling Expenses (if chargeable)		24	4080.-		
Second Surveyor's Fee (if any)	P.T.	44	1123.-		

Committee's Minute

Character Assigned

THURSDAY 19 NOV 1953

9.53 Gen. with certificate can (to run)
 5 10.53 (delete endorsement)
 B 10.53

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011360 - 011367 - 0126 1/2

air pipe goose necks renewed

2) Damage A) The following repairs now carried out in connection with damage stated to have been sustained through heavy weather whilst en voyage from San Pedro, Cal to Moji (Japan) in December 1952 and on voyage from Rotterdam to Baltimore in May 1953:

- Rudder lifted and removed to workshop in May 1953; ^{its} plating, fractured in three positions (two port and one starboard) part renewed and a number of fractured slot welds reed out and re-welded; on completion of repairs rudder submitted to hydraulic test. Skeg bush, found loose, renewed after re-boring skeg; neck ^{bearing} bush renewed after re-boring ~~bearing~~ body and new bolts fitted; stock in way of neck bearing adjusted.

B) Permanent repairs of damage stated sustained through heavy weather whilst on passage San Pedro, Cal. to Moji (Japan) in December 1952:

- Upper deck forward of windlass bed plate, slightly set down, now permanently repaired by fitting two additional girders (1p. & 1s).
- supported by existing pillars - in way.

c) Suspected damage through grounding stated to have been sustained on 10th July 1953 at Corpus Christi, Tex.:
Bottom and

Bottom and rudder specially examined in dry dock and no

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

TESTING OF ANCHORS. EXISTING ON BOARD

TESTING OF ANCHORS. EXISTING ON BOARD.								
Number of Certificates.	Anchor.*	WEIGHT, EL. STOCK KGS.	WEIGHT OF STOCK. Gross, etc., etc.	TEN PER CERTIFICATE. KGS.	WEIGHT REQUIRED BY RULE. Cwts. qrs. lbs.	Description of Anchor.	Makers.	Where and when tested and Superintended.
389	1st Bower	3750	—	56,500		BALD TYPE		
388	2nd "	3745	—	56,500		CAST STEEL STOCKLESS	Messrs.	S.I.A.C. - Genoa Cornigliano. 26-9-53
	3rd "					"	Vulcan Iron & Engineering Ltd.	G. Maggi
	Collection Weight							
390	Stream.....	1500	—	28,710			Winnipeg Manitoba	S.I.A.C. - Genoa Cornigliano 30-9-53
	Kedge					"		G. Maggi.

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

11. Please state name of Port of Origin.

12. Please state name of Mechanical Test.

CHAIN CABLES.

[illegible]

damage found to be attributable to the alleged casualty.

3) Equipment. At the request of the Owners, two bower anchors and stream anchor existing on board now submitted to proof test. For particulars, please see form above. Test certificates endorsed.

S.R.L. No 129. - "Dry docking (grounding)": please see para. 2C.
- "Ex. and doc.":

- "Ex. and deal with temporary repairs to fcl. head next dry dkg":
this structure is not a part of the fcl. head

this structure is now considered to be efficient and it is recommended

Please see Continuation sheet.

Rpt. 9a

Port of GENOA

Continuation of Report No. 19007 dated

S/S "SHAHIN"

29/10/53 - 4 NOV 1953

on the

that repairs now carried out as reported in para 2B be regarded as permanent and item^{be} deleted from S.R.L.

Endorsements. "2 bowser anchors and stream anchor to submit to proof test".

said anchors now submitted to proof test as reported in para 3.

Please, delete this item from the list of Endorsements.

Change of Name, Port of Registry and Owners:

We are informed that the vessel has been sold and the new owners of the vessel are:

COMPAGNIA DI NAVIGAZIONE GIUSEPPE MAZZINI

The vessel's name has now been changed to "STELLA" with new port of Registry GENOA. In consequence of this, application has now been made for classification also with Registro Italiano Navale.

the