

6 JUN 1953

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-5-53 When handed in at Local Office 26-5-53 Port of GENOA

No. in Reg. Book 69250 Survey held at GENOA Date, First Survey 19-1-53 Last Survey 4-5-53

on the Wood, Iron or Steel SINGLE SC. M. V. MARISIN M.

Built at NEWCASTLE By whom PALMERS CO. LD. When 1928

GROSS 7103 Owners SPEDIZIONE ITALIANA MARITTIMA TERRESTRE SPA. Owners' Address Genova

UNDER DK 6458 Managers [Handwritten] Port belonging to GENOA

NET 4208 Surveyed Afloat or in Dry Dock? BOTH Name of Dock No 3 DD GENOA Destined Voyage FOREIGN.

Cell/D/Bor/D/BA [Handwritten] feet; uE & B [Handwritten] feet; f [Handwritten] feet

total capacity [Handwritten] tons. FPT [Handwritten] tons; APT [Handwritten] tons; MT [Handwritten] feet tons.

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

Last Report, No. 1968 Port [Handwritten]

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

CHARACTER [Handwritten] Date of this Survey and of Periodical Surveys [Handwritten] Machinery and Boiler Surveys (including date of N.B., if any) [Handwritten]

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

PAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY (D).

Now done for: 1) Special Survey (D) due 5-53 - vessel 24 years old.

Vessel placed in dry dock, bottom, stemframe and rudder cleaned, examined and recoated, Vessel undocked 14th April 1953.

Examined: - all holds, tween decks, fore and aft peak spaces, engine and donkey boiler spaces, under engines and auxiliaries and under donkey boilers, pump rooms, plating in way of side-lights and cargo suction pipe strums (strums removed), decks, hatchways, covers, supports, tarpaulins and closing arrangements, anchors and chain cables, chain locker, masts, rigging, steering gear, P.T.O

PRIMARY 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 Repair'd								
Fair'd or Repair'd in place								

PRESENT CONDITION OF THE	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Bulkheads	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Ceiling	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Cement or Asphalt	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Rudder	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Steering gear and its connections	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Windlass	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Have pumps been examined and found efficient?	YES							
Have Sluice Valves been examined and found efficient?	YES							
Have Watertight Doors been examined and found efficient?	YES							
Have Ventilators and their Coamings been examined and found efficient?	YES							
Air and Sounding Pipes	GOOD							
Doubling Plates under Sounding Pipes	IN ORDER							
Engine Room Skylights	GOOD							
Coal Bunkers, Openings, Covers, &c.	GOOD							
Oil Bunkers	GOOD							
Scuppers	GOOD							
Cargo Hatchways	GOOD							
Hatches	GOOD							
Planking	GOOD							
Caulking	GOOD							
Treenails	GOOD							
Breasthooks & Stemson	GOOD							
Transoms, Pointers & Crutches	GOOD							
Timbers of Frame at openings	GOOD							
" " at other places	GOOD							
Stringers, Clamps & Shelves	GOOD							
Salting	GOOD							
Copper, or Y.M.	GOOD							
When fitted, Month	GOOD							
Boats	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Masts, Yards, &c.	GOOD.	GOOD.	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Condition, how ascertained	FROM ALOFT.							
Equipment letter	GOOD							
Anchors, No. of	3B + 1S.							
Cables (State if now ranged)	YES							
" length	300 FMS							
" Rule length	300 FMS							
Chain Locker	GOOD							
Hawsers & Warps	IN ORDER							
Standing and Running Rigging	GOOD							
Sails	GOOD							

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is, in our opinion, in good & efficient condition and desirable to remain as classed with fresh record of DOCKING 4-53 GEN. and notation SS. GEN. 5-53 (DR).

Survey Fee 41.390.600.- Fees applied for, 1/5/1953
Special Damage or Repair Fee (if any) 41.7.813.-
Travelling Expenses (if chargeable) 41.5.022.8.-
Second Surveyor's Fee (if any) 41.13.426.-

Committee's Minute TUESDAY 23 JUN 1953
Character Assigned S.S. Gen. 5-53 (DR) LMC 5-53
S.4.53 CERTIFICATE WRITER: DBS 5-53

1933

aux. steering gear, windlass, general equipment, pumps, ventilator casing and covers, air and sounding pipes (striking plates fitted) casing and boats.

Examined internally and tested:- fore and aft peak tanks, oil fuel tanks and cofferdams, main cargo tanks, summer tanks and cofferdams.

All parts now surveyed found or now placed in good condition. All spaces previously cleared, lining, cement and rust removed and cleaned as required.

Steelwork afterwards coated as necessary and lining - cement etc replaced in good order.

Shell plating drilled at this time for details please see Drilling Sheet attached hereto. Wear and tear repairs now satisfactorily carried out.

Shell Plating

Port side:- Plates B5, B6, B7, B9, B12, B8, C13 and C14 found corroded in way of forward bulkhead repairs effected by fitting doublers between plate edges extending length of forward plates by 1 foot 6 inches.

Plate C5 found corroded in way of beam to plate B4, repairs effected by fitting a doubler from forward bulkhead for length of 12 feet aft, extending width of plate B4 by 2 ft 6 in way of the repair.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rules, Description of Anchor, Makers, Where and when tested and Superintendent.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cable, Where and when tested and Superintendent.

Plate C9 found corroded locally at centre portion repairs effected by fitting doubler from forward bulkhead for length of 22 ft aft, width 3 feet at centre of plate.

Starboard side:- Plates B8, B9 and B10 found corroded locally repairs effected by fitting doublers 3 feet square in way of the local corrosion.

Plates B11, C5, C12 and D10 found corroded in way of forward bulkhead, repairs effected by fitting doublers between plate edges extending length of forward plates by 1 foot 6 inches.

2 Structure in way of Main Cargo Tanks:- Centre line longitudinal bulkhead brackets to transverse bulkheads found corroded and generally wasted and now renewed as follows in the following main tanks:-

Table listing tank numbers and bracket counts: No 1 Port 12 brackets renewed; No 1 Starboard 6 brackets renewed; No 2 Port 5 brackets renewed; No 2 Starboard 9 brackets renewed; No 3 Port 3 brackets renewed; No 3 Starboard 8 brackets renewed; No 4 Port 8 brackets renewed; No 4 Starboard 10 brackets renewed; No 6 Port 10 brackets renewed; No 6 Starboard 10 brackets renewed; No 7 Port 10 brackets renewed; No 7 Starboard 9 brackets renewed; No 8 Port 12 brackets renewed; No 8 Starboard 12 brackets renewed; No 9 Port 12 brackets renewed; No 9 Starboard 11 brackets renewed; No 10 Port 16 brackets renewed; No 10 Starboard 16 brackets renewed.

2nd Deck transverse beams in No 3 Starboard, No 4 Port - Starboard, - No 5 Starboard corroded and generally wasted now satisfactorily reinforced.

Forward transverse bulkhead in No 2 Port tank, corroded now repaired by fitting doubler.

3 Structure in way of Summer Tanks:- No 1 Port - Summer tank, 2 side longitudinal frame renewed, 2 side longitudinal fitted with doublers and 1 transverse frame renewed.

Summer tank No 1 starboard, 1 deck plate renewed and 2 side longitudinal fitted with doublers, No 4 Port Summer tank - 1 transverse frame renewed, No 5 Port - Starboard Summer tanks - 1 deck plate renewed in each.

Bulkhead between chain locker and forward hold on Starboard side and between chain locker & fore peak tank on port & Starboard side found corroded, repairs effected by fitting doubling plates in way of these wastages.

Heating coils now fitted in No 1, 2, 3, 4, 6, 7, 8, 9 and 10 Port - Starboard main cargo tanks, examined and tested hydraulically and found satisfactory.

A number of small indents on Port - Starboard sides now satisfactorily repaired in place and it is submitted that this item may now be deleted from the list of Endorsements.

