

Rpt. S.

(Received at London Office

10 MAR 1928

No. 10233

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23/2/28

When handed in at Local Office 23/2/28

Port of GENOA

No. in Reg. Book.

Survey held at SPEZIA & GENOA

Date, First Survey 26/7/27

Last Survey 3/2/28

19

TONNAGE

Built at Naples

By whom Cant. Nav. "Ilva"

YEAR

MONTH

GROSS 6284

Owners

Soc. Commerciale di Nav.

Owners' Address

When 1922

3

UNDER DK. 5952

Managers

Port belonging to Genoa

Surveyed Afloat or in Dry Dock? Both

Name of Dock Arsenal D. Dock

Destined Voyage Rotterdam

WB=Cell DBor DBa

feet; uE&B

feet; f

Spezia

total capacity

tons. FPT

tons; APT

tons; MT

feet tons.

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

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Year Assigned now entered.

Machinery and Boiler Surveys (including date of N.B., if any).

* 100 A.I.

Awning deck with freeboard 1-26

LMC.I-23

M.B.S.I-24

WTB

C.I.I-26

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2024

Port Port

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.

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

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

Society's Freeboard (if assigned) as printed on Ship and now verified

10

I

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 1 & ALTERATIONS

NOW DONE:— Vessel placed in dry dock, bottom and rudder cleaned, examined, found good and recoated. (Indented plating mentioned in Special Reasons List carefully examined & found sound).

Anchors examined and good, cables not ranged but stated in order. Hawasers and warps good. Boats overhauled, examined and found good. All double bottom tanks and the peaks examined internally and found good. Spaces above peaks good. All ballast tanks (including fore and aft peaks and deep tank) tested to rule heads and found tight on completion of alterations. Steel structure throughout all holds, tween decks and the deep tank examined, scaled, found in order and recoated. Tank top scaled and coated. Structure throughout machinery space including structure under original engines and boilers (now removed) good. Plating under side lights good. Shell plating good (wind & water plating & practically all topside plating scaled and recoated). Decks all fore and aft examined

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Paired or Repaired

Paired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

P.T.O.

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks "

Coamings "

Beams & Fastenings "

Outside Plating "

Breasthooks "

Transoms "

Frames "

Reverse Frames "

Longitudinals "

Transverses "

Floors Good

Keelsons "

Stringers "

Inner Bottom Plating "

State if Tanks have been examined inside

Yes

State if Tanks now tested

Yes

Bulkheads

Good

Ceiling

"

Cement or Asph. (State which.)

"

Rudder

"

Steering gear and its connections

"

Windlass

"

Have Pumps now been examined and found efficient?

Yes

Have Sluice Valves now been examined and found efficient?

None

Have Watertight Doors now been examined and found efficient?

Yes

Have Ventilators and their Coamings been examined and found efficient?

Yes

Dblg. Plates under Sounding Pipes

Fitted

Engine Room Skylights

Good

Coal Bunkers, Open'gs, Lids, &c.

"

Scuppers

"

Cargo Hatchways

"

Hatches

"

Planing of Wood Vessels

"

Caulking ditto

"

Treerails ditto

"

Breasthooks & Stemson ditto

"

Transoms, Pointers, & Crutches ditto

"

Timbers of Frame at openings ditto

"

Ditto ditto at other places ditto

"

Stringers, Clamps & Shells ditto

"

Salting ditto

"

Copper, or Y.M. of Wood Vessels.

(State if on Feet).

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained Examination

(State if wedges removed) None

Sails

Equipment letter

Anchors, No. of 5

Cables (State if now ranged) No

" length Stated in order

" Rule length size

Hawser & Warps Good

Standing and Running Rigging "

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

The vessel is in good condition, and is eligible in our opinion, to remain as classed and to have fresh record of survey 2-28, and notation S.S. No.1 Genoa 1928., subject to slightly indented plating on starboard side forward being dealt with at Owners convenience.

Survey Fee (per Section 22)

£1450.--

Special Repair Fee (if any)

£900.--

Travelling Expenses (if chargeable)

£500.--

Freeboard (New certs.)

£200.--

Second Surveyor's Fee (if any)

£200.--

Fees applied for,

1/3/28

Received by me,

18.6.28

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUES. 27 MAR 1928

TUE. 14 MAY 1928

FRI. 19 JUL 1929

Lloyd's Register Foundation

25-APR 1930

Port of

GENOA

Continuation of Report No. 10233 dated 23/2/28

on the

10 MAR 1928

and found good. Masts (no wedges) and rigging good. Windlass, steering engine and gear opened up examined and good. Chain locker examined as far as practicable & found good (chains not removed). Pumps worked and found good. No water tight doors (machinery aft). Scuppers good. Hatch and ventilator coamings, hatch beams and hatches, tarpaulins, cleats and battens, plugs and canvas covers good. Freeboard verified and found in order.

REPAIRS AND ALTERATIONS NOW EFFECTED- (Diesel Motor fitted in place of original steam turbines and boilers):- Rudder lifted and pintles rebushed. Boats taken ashore repaired and put in order.

Alterations have been made to double bottom tanks in accordance with plan No. 001587I attached. The alterations have been carried out in a workmanlike manner and the materials are good. The riveting of the seatings and of the strengthening under these in the double bottom tank has been very carefully examined and found satisfactory. (See plans 7379& 0016152 attached). The original coal bunker spaces have been scaled and coated. They will no longer be used for coal. A part of the cross bunker has been plated off as a recess for the Donkey Boiler. These separate fuel daily service tanks are placed in the cross bunker with the original bulkhead between them and the main motor room. In the holds in way of the double bottom tanks now to be used for fuel, ceiling has been fitted with a 2" air spacing. The centre girder in these tanks has been made reasonably oil tight, all holes having been plated up. The other requirements of section 20 of the Rules have been fulfilled so far as they apply. The wood topmast has been renewed (vessel has Samson posts) number of new wood hatches, tarpaulins etc., supplied. New freeboard certificates forwarded with your circular letter of 6/2/28 have been handed to the owners. The original main discharge and boiler blow also the ash shoot and main injection ships side openings have been efficiently plated up.

THE OWNERS HAVE DEFINITELY ABANDONED THE BRITISH CORPORATION CLASS. IN THIS CASE NO SURVEY HAS BEEN HELD ON BEHALF OF THE B.C. THE PRESENT SURVEY IS THEREFORE TREATED AS DUAL.

DUAL SURVEY
L.R. & R.I.



© 2020

Lloyd's Register
Foundation

W119-0108 (2/2)