

20 SEP 1929

Rpt. 8.

(Received at London Office)

No. 11037

REPORT of SURVEY for REPAIRS, &C.

Date of writing Report 16/9/29 When handed in at Local Office 16/9/29 Port of GENOA

No. in Reg. Book 28385 Survey held at GENOA Date, First Survey 6-2-29 Last Survey 8-8-29 19

on the Woodstock Steel twin Sc. "MESSICO" ex "VEJO"

TONNAGE: Built at Spezia By whom Ansaldo San Giorgio When 1921

GROSS 6482 Owners Soc. Italiana di Nav. e Trasporti Owners' Address

UNDER DECK 5900 Managers Port belonging to Genoa

NET 3633 Surveyed Afloat or in Dry Dock? BOTH Name of Dock GRAZIE D.D. GENOA Destined Voyage Rotterdam

WB = Cell D B or D Ba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.

Last Report, No. Port CLASS CONTEMPLATED 100A - WITH FREEBOARD OIL ENGINE

(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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION-

NOW DONE:- Vessel placed in dry dock, bottom and rudder scraped, cleaned, examined and found or made good as under. The rudder was lifted. Ceiling and cargo battens and foot plates removed, surfaces of framing and plating throughout scraped and cleaned as necessary.

The structure of the vessel in the cargo holds and tween decks, midship deep tank, fore and after peak tanks, and tween decks above same, deep tank aft end engine space for donkey boiler feed water space aft below latter in way of stern tubes, oil fuel tanks in tween decks abreast engine room (as the requirements of Section 20 of Rules for oil fuel were not in every respect complied with as regards these tween deck oil fuel tanks they are not now submitted for approval as oil fuel tanks and Owner meanwhile stated he does not propose to use them as such. As seen below, however, the tanks were tested under water pressure and found tight.) engine space, all the double bottoms

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed ...				✓				P.T.O.
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	
Decks <u>GOOD</u>	State if Tanks have been examined inside <u>YES</u>
Caulking of Decks <u>GOOD</u>	State if Tanks now tested <u>YES</u>
Coamings <u>GOOD</u>	Bulkheads <u>GOOD</u>
Beams & Fastenings <u>GOOD</u>	Ceiling <u>GOOD</u>
Outside Plating <u>GOOD</u>	Cement or Asphalt <u>CEMENT-GOOD</u>
Breasthooks <u>GOOD</u>	Rudder <u>GOOD</u>
Transoms <u>GOOD</u>	Steering gear and its connections <u>GOOD</u>
Frames <u>GOOD</u>	Windlass <u>GOOD</u>
Reverse Frames <u>GOOD</u>	Have Pumps now been examined and found efficient? <u>YES-TESTED</u>
Longitudinals <u>-</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>
Transverses <u>-</u>	Have Watertight Doors now been examined and found efficient? <u>NONE</u>
Floors <u>GOOD</u>	Have Ventilators and their Coamings been examined and found efficient? <u>GOOD</u>
Keelsons <u>GOOD</u>	
Stringers <u>GOOD</u>	
Inner Bottom Plating <u>GOOD</u>	
	Dblg. Plates under Sounding Pipes <u>FITTED</u>
	Engine Room Skylights <u>GOOD</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>GOOD</u>
	Scuppers <u>GOOD</u>
	Cargo Hatchways <u>GOOD</u>
	Hatches <u>GOOD</u>
	Planking of Wood Vessels <u>-</u>
	Caulking ditto <u>-</u>
	Treenails ditto <u>-</u>
	Breasthooks & Stems ditto <u>-</u>
	Transoms, Pointers, & Cratches ditto <u>-</u>
	Timbers of Frame at openings ditto <u>-</u>
	Ditto ditto at other places ditto <u>-</u>
	Stringers, Clamps & Shelves ditto <u>-</u>
	Salting ditto <u>-</u>
	Copper, or Y.M. of Wood Vessels <u>✓</u>
	When put on, Month <u>✓</u> Year <u>-</u>
	Boats <u>GOOD</u>
	Masts, Yards, &c. <u>GOOD</u>
	Condition, how ascertained <u>GOOD</u>
	(State if wedges removed) <u>✓</u>
	Sails <u>-</u>
	Equipment letter <u>-</u>
	Anchors, No. of <u>-</u>
	Cables (State if now ranged) <u>SEE REPORT</u>
	length <u>-</u> size <u>-</u>
	Rule length <u>-</u> size <u>-</u>
	Hawser & Warps <u>-</u>
	Standing and Running Rigging <u>GOOD</u>

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 pND24, &c."

This vessel is eligible in our opinion to be classed in the Register Book 100 A- with Freeboard, with record of survey 8-29 & notation S.S. Gen. No. 3-8-29.

TUE. 26 AUG 1930 TUE. 22 JUL 1930

Survey Fee (per Section 20) £ Fees applied for, 19 Received by me, 19

Committee's Minute FRI. 4 OCT 1928

Character Assigned 100A - With Freeboard

5829 ss No. 3-8-29 Cargo battens not fitted in Tween Decks

GENOA W1302-0234/13



main and auxiliary motor seatings, chain locker, in way panting arrangements and strengthening of bottom forward, examined and found or made good and efficient as under.

The shell and topsides above waterline, decks, including wood sheathing on weather deck, hatches and their supports, coamings, tarpaulins and battening down arrangements and ventilators, deckhouses, engine casings and skylights, windlass, steering gear and its connections, rods and chains, masts, spars and rigging (see also rigger's report 14 attached), examined and found or made good as under. The thicknesses of the shell plating and decks have been obtained by drilling - for particulars please see accompanying First Entry Report.

The cement on the bottom was tested by hammer and found to be well adhering to plating. Portions of cement removed and plating, framing and riveting found in satisfactory condition. A number of rivets have been removed from various parts of structure to ascertain the character of the workmanship which was found to be efficient. The double bottom tanks, fore and after peak tanks, midship deep tank, deep tank aft end engine room for donkey boiler feed, spaces aft in way stern tubes, all tested under water pressure Rule Head and found tight. The weather deck was hose tested and found tight. The hand pumps were tested and found in order. There are no watertight doors. No ash shoots are fitted. Openings for outboard scuppers from tween decks have been permanently closed and a sufficient number of scuppers to drain tween decks led to bilges. The Freeboards as now assigned - See Secretary's letter "M" of 27/3/29 - have been verified and found in order.

REPAIRS & STRENGTHENING NOW DONE:- A few of the rivets in shell and deck plating somewhat short on the points were renewed.

The Additional strengthening has now been carried out by the fitting of web frames on ship's sides in association with a broad side stringer (at about half depth of hold) in the holds, extending from the fore end of machinery space to the existing panting stringers in No.1 hold; of additional deck girders and reinforcement of existing deck girders, of a stiffening girder under the weather deck each side of vessel in way of No.2 hold, of additional pillars in holds, tween decks and in engine room as per approved plans - please see also accompanying First Entry Report - suitable strengthening has been fitted in the double bottoms under the pillars. Existing pillars have been reinforced. The collision bulkhead now made watertight to weather deck - for scantlings see accompanying First Entry Report - and bulkhead at the end of machinery space extend watertight to weather deck, the remaining watertight bulkheads extend to second deck - a notation as per Secretary's letter "M" of 21/3/29 should be made in the Register Book - See also accompanying First Entry Report.

The hatch coamings have been stiffened equivalent

A number of Steadying Brackets have been fitted to panting stringers in No.1 hold.

The vertical stiffeners between the inner bottom and horizontal girder of the boundary bulkheads of the midship deep tank have been reinforced by reverse angles 90 x 90 x 12 on each and the watertight bulkheads have been suitably reinforced in way of deck girders.

P.T.O.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Report of GENOA

Continuation of Report No. 11037 dated 16/9/29

on the "MESSICO"

The chain cables have been ranged and found in good condition - they consist of 9 lengths each side of vessel, mean minimum diameter of chain cable being 54 millimetres. The anchors - 4 large and 3 small - examined and found good. At the time of this Classification Survey the Owner did not request the Figure 1.

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