

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 13/10/39 When handed in at Local Office 13/10/39 Port of TRIESTE  
 No. in Reg. Book 10 Survey held at Venice Date, First Survey Sep 16 Last Survey Sep 23 1939  
 (No. of Visits 1)

Surveyed on the Wood, Iron or Steel S.S. MARZOCCO  
 TONNAGE: Built at Glasgow By whom Barclay & Wolff, Ltd When 1918 11  
 GROSS 5106 Owners: Spina Querci Owners' Address (if not already recorded in Appendix to Register Book).  
 UNDER DECK 4613 Managers Port belonging to Genoa  
 NET 3113

Surveyed Afloat or in Dry Dock? both Name of Dock Greenig's Quay - Venice Destined Voyage  
 Cell D B or D Ba feet; u E & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 Only alterations in the existing records of tanks should be inserted.  
 N.B.—All alterations in the existing records should be underlined.

st Report, No. 4004 Port Nap

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined

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

CHARACTER. As for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
+ 10091	+ LMC-MS-7.38 2.4
6.38	B.S. - 8.38
S.S. Gen. No. 2-13.30	T.S. CL - 6.38
S.S. Gen. No. 1-35	

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Advance of 2nd S.S. No. 2.

Condition: Tank placed in dry dock, bottom & padder cleaned, examined & painted.  
 General examination made of decks, casings, hatchways, hatches, ventilators and their coverings, steering gear & its connections, windlass & general equipment, in order.

No. 55, No. 2: Space above after peak tank and No. 2 hold with ceiling lifted cleaned, examined, painted. No. 2 d.b. tank cleaned, examined internally, sealed & painted. Tank & after peak tank and No. 2 d.b. tank tested to Rule requirements. Ceiling replaced in No. 2 hold. The undermentioned shell plates have been examined & drilled as recommended in Palermo Rpt. No. 15690. and their thickness found as follows: P.T.O.

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
ST CONDITION OF THE								
Condition of Decks	Good	No. 2 hold	Good	Good	Good	Good	Good	Copper, or Y.M. (State if on Deck) When fitted, Month Year
Fastenings	Good	Ceiling	Good	Good	Good	Good	Good	Boats
Plating	Good	Cement or Asphalt	Good	Good	Good	Good	Good	Masts, Ropes, &c.
in way of sidelights	Good	Rudder	Good	Good	Good	Good	Good	Condition, how ascertained (State if wedges removed)
Frames	Good	Steering gear and its connections	Good	Good	Good	Good	Good	Equipment letter
Minals	Good	Windlass	Good	Good	Good	Good	Good	Anchors, No. of
Bottom Plating	Good	Have pumps been examined and found efficient?	Good	Good	Good	Good	Good	Cables (State if now ranged)
Tanks been examined internally?	Good	Have Sluice Valves been examined and found efficient?	Good	Good	Good	Good	Good	length (on board) mean plate.
Tanks been tested?	Good	Have Watertight Doors been examined and found efficient?	Good	Good	Good	Good	Good	Rule length (on board) size
	Good	Have Ventilators and their Coverings been examined and found efficient?	Good	Good	Good	Good	Good	Chain Locker
	Good	Air and Sounding Pipes	Good	Good	Good	Good	Good	Hawsers & Warps
	Good	Doubling Plates under Sounding Pipes	Good	Good	Good	Good	Good	Standing and Running Rigging
	Good		Good	Good	Good	Good	Good	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 is eligible to remain as classed, the fresh record of survey of 9.39, and the notation 1.38, Gen. No. 2-39, to be assigned when the survey has been completed.

Survey Fee (per Section 29) 300.—  
 Special Damage or Repair Fee (if any) 200.—  
 Travelling Expenses (if chargeable) 330.—  
 Second Surveyor's Fee (if any) 2.—  
 Fees applied for 13/10/39  
 Received by me, 19.—

Committee's Minute

Character Assigned

DUAL CLASS.

TUE. 7 NOV 1939 TUE. 23 JAN 1940

Deferred for Comp. 24 No. 2  
 B.S. 39

Surveyor to Lloyd's Register of Shipping.

Released  
 1939

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Lloyd's Register  
 Four 55-0013012



## S.S. "MARZOCCO"

No 1, 2 plate from fwd. 4th. strake below sheer strake:	P 12 mm.	S 10 mm
No. 3 plate from aft 4th. strake below sheer strake:	10 mm.	11 mm.
No. 2 plate from aft 5th. strake below sheer strake:	10 mm.	10 mm.

Reps. W.T. - The fwd. stringer plate of pump deck p.p. also stringer plate in way of mooring bits damaged.

P & S. side bunkers, horizontal girder plate and brackets to stiffeners also hatch post angle removed.

Rivet turned pivots in top angles of hatch stiffening beams removed as found necessary.

Gears of skylights satisfactory repaired.

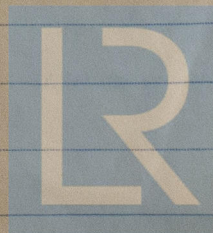
Oil pipe of No. 4 d.b. tank on port side partly removed.

Three floors (from fwd.) in fore peak tank partly damaged.

To complete the survey: P.O. tank under engine & boiler to be examined internally & tested. Tank top & bilges in engine & boiler spaces to be examined. In addition cargo bottoms and wood sheathing on tunnel require to be removed as necessary and indicators to manoeuvring wheel of m.t. doors to be fitted.

It is stated that this will be done as soon as possible.

W.S.



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Foundation