

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

15. NOV. 1962

Ship's Name ~~SS/MS~~ "ARISTOTELES" Gross tons 7227
 Is there a rpt. 9? **no** Port **Emden** Rpt. No. **591**
 No. of visits **4** First date **22.10.1962** Last date **30.10.62**
 Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **no** Last rpt. (H.Q. only) **14983 mtd.**
 Date of completing rpt. **10.11.1962** Surveyed at, if different from Port above **no**
 Surveyed afloat and/or in D.D. **afloat** Last date of examination in D.D. **-**
 Has a Load Line Survey been held? **yes** Freeboard Marks verified **yes**

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) **(Cont) & (PS)**

Survey fees

Damage fee

Expenses

£ 25-0-0

£ 2-0-0

S.A. fee

I have surveyed the above ship in accordance with the Rules for

Damage Repairs

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend that this ship remain as classed ~~xxx~~/without fresh record of dry docking and without condition regarding bow damage and port anchor, but subject to spare bow anchor being tested at the earliest opportunity and to all outstanding conditions which are at present attached to the ship's class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

MONDAY 10 DEC 1962

AS above, Subject.

Pmt.

Surveyor to Lloyd's Register of Shipping

ALSO FOR

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Lloyd's Register Foundation

003385-003390-0019

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Damage to ship's bow in way of forecastle space and lower boatswain store stated to have been caused by collision with m.s. "DAHLIA" on the 25th September, 1962 in Welland Ship Canal.

Now Done for Damage Repairs:-

On examination of the bow damage found stemplate from 37 feet draught mark to forecastle head torn. Shellplates K19, L19, M16, N4 (p+s) and N3(ps) all numbered from aft badly damaged. Forecastle and upper deck plating in way of shell damage set up and corrugated. Hawse pipe (ps) broken and port bow anchor shank bent.

Stemplate from 37 feet draught mark to forecastle head including stem stiffener and horizontal webs renewed.
 Shellplates K19 (p+s) from aft cropped and forward half renewed.
 Shellplate L19 (ps) from aft renewed.
 Shellplate L19 (ss) from aft cropped and forward half renewed.
 Shellplate M16 (ps) from aft renewed.
 Shellplate M16 (ss) from aft cropped and for 2 1/2 frame spaces renewed.
 Shellplate N4 (ps) from aft renewed.
 Shellplate N4 (ss) from aft cropped and forward half renewed.
 Shellplate N3 (ps) from aft cropped and partly renewed.
 3 shellframes (ss) and 7 shellframes (ps) in way of above shellrepairs renewed.
 Bow chock plates (p+s) completely renewed.
 Doubler plates (p+s) in way of hawse pipes on M-strake renewed.
 Hawse pipe(ps) from fabricated tube renewed.
 Forecastle deck plating for appr. 5 metres from stem renewed.
 8 deckbeams including beam knees, deckgirders and 2 supporting pillars renewed.
 Shell and weatherdeck repairs on completion satisfactorily hose tested.
 Upperdeck plating for appr. 4.5 metres from stem renewed.
 7 deckbeams including beam knees renewed.
 Bulkhead Fr.No.169 (ps) between upper and forecastle deck, plating and stiffeners renewed.
 Hatch on forecastle deck forward to boatswain store completely renewed.
 Hatch on upperdeck in forecastle space completely renewed.
 2 vent coamings on forecastle deck forward renewed.
 Air pipe to fore peak tank renewed.
 Guard rails on forecastle deck (p+s) forward in way of damage repaired as found necessary.
 Bent forged anchor shank heated and straightened.
 This anchor was placed as spare bow anchor on board and subjected to be retested at the earliest opportunity. The spare bow anchor on board the ship was attached to the port chain cables.

- See Cont.Sheet-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	5 1/2	10	5	15	stemplate 20 feet length
Removed and faired or replaced	-	-	-	-	-
Faired or repaired in place	-	-	-	-	-

Rpt. 8 (cont.)

SS

Ship's Name ~~SEAS~~ "ARISTOTELES"

Port Emden

Rpt. No. 591

Condition of Class (No.193):- Drydocking (grounding).

No.4 hold margin plate (ss) to be specially examined and dealt with as necessary next drydocking. Indented sheerstrake in way frames 3 and 4 (ps) aft etc. to be specially examined and dealt with as necessary next drydocking. For all above mentioned items nothing done at this time.

Interim Certificate of Montreal Surveyors dated 18th October, 1962:-
 Bow damage to be specially examined and dealt with as necessary on the vessel's arrival at Hamburg and port bow anchor to be renewed and 1st length of chain cable to be retested.

Bow damage repaired as reported. It is recommended this item may be now deleted from the SR-List.

Port bow anchor repaired as reported and it is recommended this item may be amended viz:- Spare bow anchor to be retested earliest opportunity. 15 fathoms of chain cable to be retested. Nothing done at this time.

SRL-Appendix(No.10):- Shellplates F4, G7 & 9 (ss) forward, E8, F7 and G8 (ps) forward slightly indented. Shellplate A4 (ss) from aft slightly set up. Nothing done at this time.

G. D. Ginter
 Surveyor to Lloyd's Register
 of Shipping



Ship's Name SS/~~xxx~~ "ARISTOTELES"

S.S. (10/60) Due 10/64

Port Emden

Rpt. No. 591

	<u>Examined & condition</u>		<u>Examined & condition</u>
In dry dock from	not examined	above deck	
" " " to	in drydock	* Air & sounding pipes /	examined, good
Shell plating	ptly examined & good	Doublers under	not examined
Sternframe	not examined	" " (aux)	not examined
Rudder	not examined	Windlass	not examined
Was rudder lifted?	not examined	Masts & rigging	not examined
Plating, etc. in way of shell openings	not examined	Hand pumps & suction	examined, good
Side scuttles & deadlights	examined, good	W.T. doors	not examined
Overbd. scuppers & discharges	examined, good	Bulwarks, freeing ports, etc.	examined, good
F.P. spaces	examined, good	Summer freeboard as verified	3645 mm ✓ 11 1/2
Chain locker	not examined		
A.P. spaces	not examined		
Engine space	not examined		
Boiler space	not examined	<u>EQUIPMENT:</u>	
Under E. & B.	not examined	Equipment letter	a+ 2 1/16" s.q.
Coal bunker	not examined	Fee ltr., if diff. from eqpt. ltr.	-
Tunnel & well	not examined	Anchors: No. on board	3 Bow & 2 stream
Cement, asphalt, etc., on btm. shell	not examined	Cables {	State if ranged not ranged
Weather decks	not examined		Length on board stated to be complete
* Casings	examined, good		Mean dias. range from to
* Deckhouses	examined, good		Rule length - Dia. -
* Superstructures	examined, good		Mooring ropes sufficient
* Skylights	examined, good		
* Companionways	examined, good		
* Hatchways	examined, good		
* Ventilators	examined, good		
Other items:	none		

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



HOLDS & 'TWEEN DECKS:	Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	F.P. tank		
"	'Tween decks	A.P. tank		
		D.B. tanks & c/dams		
No. 2	Hold			
"	'Tween decks			
No. 3	Hold	O.F. bunkers		
"	'Tween decks			
	not examined		not examined	not tested
		Settling tanks		
No. 4	Hold			
"	'Tween decks			
		Deep tanks		
No. 5	Hold			
"	'Tween decks	Side tanks		
No. 6	Hold	Wing tanks		
"	'Tween decks			
		Other tanks:		
	Cargo battens			
	Ceiling, etc.			



DIRECTORS:
 J. D. CRITICOS (AR)
 K. D. PATERAS (GR)
 D. N. MONDINOS
 R. A. PARKIN

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