

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

Date of writing Report 21st Jan. 1957 When handed in at Local Office 25th Jan. 1957 Port of TRIESTE  
No. in Survey held at Trieste Date, First Survey 26th Nov. 1956 Last Survey 6th January, 1957  
Reg. Book 91998 on the ~~WOOD LARK~~ Steel "BLUEBELL" ex 'Cedartree' (No of Visits 28)  
Built at Sunderland By whom J. Crown & Sons Ltd. When 1928 MONTH 5  
Owners P. Vrangos Owners' Address (if not already recorded in Appendix to Register Book)  
Managers - Port belonging to Panama

TONNAGE :-  
GROSS 1447  
UNDER DECK 836  
NET

Surveyed Afloat or in Dry Dock? Both Name of Dock Arsenale Triestino Destined Voyage -  
Cell D B or D B a 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.

Last Report, No. 113334 Port N.W.C.

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

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.

Society's Freeboard (if assigned) as 1664.75 m. ins. 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 SPECIAL SURVEY - OIL FUEL CONVERSION & ALTERATIONS :-

Periodical Special Survey (D). Due 10, 56. Ship 28 years old.

NOW DONE FOR S.S.:-

Ship placed in drydock. Shell plating, sternframe and rudder cleaned, examined and coated.

Ship undocked on the 2nd January, 1957.

EXAMINED :-

All holds, engine and boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures and fore-castle space, skylights and companionways, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, masts and rigging (see rpt. attached), steering gear, auxiliary steering gear, windlass, general equipment, pump, w.t. door, ventilator coamings

| SUMMARY 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 Repaired |               |         |            |                            |        |                      |             |                |
| Fair'd or Repaired in place    |               |         |            |                            |        |                      |             |                |

| PRESENT CONDITION OF THE                 |      |  |      |                                     |                   |                                    |  |         |  |
|--|------|--|------|-------------------------------------|-------------------|------------------------------------|--|---------|--|
| Decks                                    | Good | Bulkheads  | Good | Engine Room Skylights               | Good              | Copper, or Y.M.                    |  |         |  |
| Caulking of Decks                        | Good | Ceiling  | Good | Coal Bunkers, Openings, Covers, &c. | Good              | (State if on Felt)                 |  |         |  |
| Coamings                                 | Good | Cement or Asphalt  | Good | Oil Bunkers                         | Good              | When fitted, Month                 |  | Year    |  |
| Beams & Fastenings                       | Good | Rudder   | Good | Scuppers                            | Good              | Boats                              |  | Good    |  |
| Outside Plating                          | Good | Steering gear and its connections                                      | Good | Cargo Hatchways                     | Good              | Masts, Yards, &c.                  |  | Good    |  |
| " " in way of sidelights                 | Good | Windlass   | Good | Hatches                             | Good              | Condition, how ascertained by exm. |  | No      |  |
| Frames                                   | Good | Have pumps been examined and found efficient?                          | Yes  | Planking                            |                   | (State if wedges removed)          |  |         |  |
| Reverse Frames                           | Good | Have Sluice Valves been examined and found efficient?                  | -    | Caulking                            |                   | Equipment letter                   |  | p       |  |
| Longitudinals                            | -    | Have Watertight Doors been examined and found efficient?               | Good | Treenails                           |                   | Anchors, No. of                    |  | 3 B 1 S |  |
| Transverses                              | -    | Have Ventilators and their Coamings been examined and found efficient? | Yes  | Breasthooks & Stemson               |                   | Cables (State if now ranged)       |  | yes     |  |
| Floors                                   | Good | Air and Sounding Pipes   | Good | Transoms, Pointers & Crutches       |                   | " length 385 mean diamr. 38 mm     |  |         |  |
| Keelsons                                 | Good | Doubling Plates under Sounding Pipes                                   | Good | Timbers of Frame at openings        |                   | " (on board) 440 m size 41 mm      |  |         |  |
| Stringers                                | Good |  |      | " at other places                   |                   | " Rule length                      |  |         |  |
| Inner Bottom Plating                     | Good |  |      | Stringers, Clamps & Shelves         |                   | Chain Locker                       |  | Good    |  |
| Have the Tanks been examined internally? | Yes  |  |      | Salting                             | State if examined | Hawser & Warps                     |  | Good    |  |
| Have the Tanks been tested?              | Yes  |  |      |                                     |                   | Standing and Running Rigging       |  | Good    |  |
|  |      |  |      |                                     |                   | Sails                              |  |         |  |

## General Observations, Opinion as to Class, Recommendation, &amp;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."

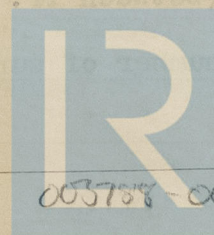
This ship, so far as now surveyed, is eligible in my opinion to remain as now classed with record of 'Docking - 1,57' and to have the Notations of S.S.Tri.-1,57' and 'Fitted for oil fuel 1,57 F.P. above 150° F', subject to two lengths of chain cables being placed on board before the end of August 1957. (Cargo battens not fitted).

|  |           |                   |  |
|--|-----------|-------------------|--|
| Survey Fee (per Section 23) S.S.               | £ 202.500 | Fees applied for, |  |
| O.F. CONVERSION                                | 120.000   |                   |  |
| FREE BOARD                                     | 24.000    |                   |  |
| Special Damage or Repair Fee (if any) & ALTER. | 50.000    |                   |  |
| (per Section 23)                               |           |                   |  |
| TONNAGE  | 82.500    | Received by me,   |  |
| Travelling Expenses (if chargeable) B.F.A.     | 15.000    |                   |  |
| 13% OFF. EXP.                                  | 639.64    |                   |  |
| CARFUND  | 154.00    |                   |  |
| Second Surveyor's Fee (if any)                 | 33.000    |                   |  |
| LATE & SUNDAY FEE                              |           |                   |  |
| 3% REV. TAX                                    |           |                   |  |
| Committee's Minute                             |           |                   |  |

Character Assigned

See Nap. 6244

Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation







udder lifted. Removed the 5 pintles, machined in shop, renewed the bushes and refitted in place and tried in working condition at sea.

Forward Hold :- (Counting from tank top):

Collision bulkhead : renewed the 2nd horizontal strake plates. (lowest strakes)

Frames : renewed the p.s. frames N°.93,94,95,96,97,98 and removed, faired and refitted the p.s. frames N°.81,82, 83, 84 and the s.s. frames N°.75, 76, 77.

Shell stringers : removed and partly renewed the 2 p.s. stringers between fr.90+101 with the connection bracket to collision bulkhead of the lower stringer.

After Hold:-

Frames :- removed, faired and refitted the p.s. frames N°.26, 27, 28, 29, 35, 36.

Forward Transverse Bulkhead (To E.R.) at fr.41 : renewed the lower horizontal P;s.

plates and the vertical side plate at s.s. Renewed 4 vertical bulkhead stiffeners at centre and 4 stiffeners at sides (2 p. & 2 s.s.) with 13 foot stiffener brackets.

Shafting Tunnel :- cropped and partly renewed 2 plates of forward recess.

Engine Room :-

Frames : cropped and lower part renewed of p.s. frames N°.50, 51, 52 & 53.

Corresponding bilge brackets were removed and refitted.

Double Bottom Tanks N°. 1 & N°. 2:-

Renewed tank top plate of C strake s.s. (fr.69 $\frac{1}{2}$ +78 $\frac{1}{2}$ ).

Renewed double bottom reverse frame at fr. 70 s.s.

Renewed bilge bracket angles at p.s. fr. 71+72-74-75-76 and at fr.s.s. 68-69-70.

Renewed all connection rivets of bilge bracket angles and floor angles to marginal plates p. & s.s.

Double Bottom Tank N°. 3:-

Renewed reverse frame at fr. 54 p.s.

Double Bottom Tank N°. 4:-

Cropped and partly renewed s.s. floors at fr; 32-33-34-35-41.

Double Bottom Tank N°. 5:-

Renewed 50% of connection rivets of bilge bracket angles and floor angles to marginal plates P. & S.S.

Forward Upper Deck and Aft Raised Quarter Deck.:-

Hatchway N°. 1 : cropped and partly renewed s.s. coaming horizontal stiffener with 1 stay and wedge supports in way.

Hatchway N°. 2 : transverse forward and aft coamings cropped and partly renewed.

Deck ; renewed completely all deck plates of winches platform between hatchway opening N°. 1 & N°. 2.

Hold entrance hatch on winches platform removed and opening in way plated over.

New w.t. hatch with hinged cover fitted.

Web beam (fr. 79+80+81) cropped and renewed about 50% of the vertical transverse and longitudinal plates attachment angle bars re-inforcing the old rivets connection with electric welding.

Hatchway N°. 3:- cropped and partly renewed the aft transverse coaming.

Hatchway N°. 4: cropped and partly renewed the forward transverse coaming.

Renewed the s.s. horizontal coaming stiffener with all wedge supports.

Deck : renewed completely all deck plates of winches platform between hatchway opening N°. 3 & N°. 4.

Hold entrance hatch on winches platform removed and opening in way plated over.

New w.t. hatch with hinged cover fitted.

Contd.../



"BLUEBELL"

Drip trays were fitted in way of boilers.

On completion all new o.f. deep tanks and double bottom tanks were hydraulically tested to Rule requirements with satisfactory results.

The total capacity of the new side deep tanks is 96 tons of oil fuel (ship's use).

The length of each side deep tank is 18' 8"

The total capacity of the d.b. tanks N°. 3 p. & s.s. is 82 tons of oil fuel (ship's use).

The Notation recommended in the R.B. should be :

O.F. - 1,57

Bunkers tons : 178

The amended Notation in R.B. should be :

Cell D B 202' pt. w.B. 300 t. pt. F.W. & pt O.F.

The completion notation in R.B. should be :

Rise of floor : 3"

Derricks 4 (2)

S.R.L. :-

Cat. 'A' (N°.147)

Set up btm shell ptg.(p.&s.a.) and buckled bulwark (s.s.a.) to be especially examined and dealt with as necessary NSS.

Indntd side shell pltg.etc(p.s.) in way of ns 1 & 3 holds and FPT to be repd. NSS

The above items have been dealt with now. Please see item wear & tear.

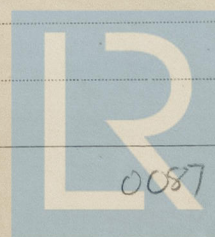
It is submitted that the above items should be deleted from S.R.L.

Cat. 'B' (N°.9)

Shell pltg. (p.s.) indntd. Nothing has been done at this time.

CERTIFICATE:-

Interim certificate issued. Copy attached herewith.



© 2020

Lloyd's Register  
Foundation