

4 FEB 1957

(Received at London Office)

No. 14537

Rpt. 8.

# REPORT OF SURVEY FOR REPAIRS, &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. 56 Last Survey 6th January, 19 57  
 Reg. Book No. 91998 on the ~~WOODY DOCK~~ Steel "BLUEBELL" ex 'Cedartree' (No. of Visits 28)  
 Built at Sunderland By whom J. Crown & Sons Ltd. When 1928 YEAR MONTH 5  
 Owners P. Vrangos Owners' Address -  
 Managers - Port belonging to Panama  
 TONNAGE: GROSS 1447 UNDER DK 836 NET

Surveyed Afloat or in Dry Dock? Both Name of Dock Arsenale Triestino Destined Voyage -  
 Cell/Bor/DBa feet: uE&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.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A1	+LMC
SS(Dr) 10,52	

Last Report, No. 113334 Port NWC.

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 1664.77/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).C 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		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt.)	
Decks	Good	Good	Good	Good	Good	When fitted, Month	Year
Caulking of Decks	Good	Good	Good	Good	Good	Boats	Good
Coamings	Good	Good	Good	Good	Good	Masts, Yards, &c.	Good
Beams & Fastenings	Good	Good	Good	Good	Good	Condition, how ascertained by exm. (State if wedges removed.)	No
Outside Plating	Good	Good	Good	Good	Good	Equipment letter	P
" " in way of sidelights	Good	Good	Good	Good	Good	Anchors, No. of	3 B 1 S
Frames	Good	Good	Good	Good	Good	Cables (State if now ranged)	yes
Reverse Frames	Good	Good	Good	Good	Good	" length	385 mean diamr. 38 mm
Longitudinals	-	Good	Good	Good	Good	" (on board)	440 m size 41 mm
Transverses	-	Good	Good	Good	Good	" Rule length	size
Floors	Good	Good	Good	Good	Good	Chain Locker	Good
Keelsons	Good	Good	Good	Good	Good	Hawsers & Warps	Good
Stringers	Good	Good	Good	Good	Good	Standing and Running Rigging	Good
Inner Bottom Plating	Good	Good	Good	Good	Good	Sails	-
Have the Tanks been examined internally?	Yes	Good	Good	Good	Good	Salting State if examined	
Have the Tanks been tested?	Yes	Good	Good	Good	Good		

### 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 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	31.1 19 54
FREE BOARD	£	24.000	
Special Damage or Repair Fee (if any) & ALTERS (per Section 23)	£	50.000	
TONNAGE	£	82.500	Received by me,
Travelling Expenses (if chargeable) B.F.A.	£	15.000	19
13% OFF. EXP.	£	639.64	
CARFUND	£	154.000	
Second Surveyor's Fee (if any)	£	33.000	
LATE & SUNDAY FEE	£		
3% REF TAX	£		
Committee's Minute	£		

Character Assigned See Nap 6244

memo 808

if so, in the report sent now, or when will it be sent?

p.t.o

THIS OFFICE

Is Certificate required? if so, to be sent to

30m.7.54 Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute)



"BLUEBELL"

and covers, air and sounding pipes (striking plates fitted).  
 Freeboard verified. Report C.12(a) and Form C.11(d) and Report C.11(Contd.) already forwarded to London and L.L. Certificate handed to Owners.  
 Shell plating and plating of strength deck drilled and gauged where necessary and placed in order as required.

EXAMINED INTERNALLY AND TESTED :-

Fore and after peak tanks, all double bottom tanks and double bottom cofferdams, o.f. bunkers and settling tanks and chain locker.  
 All spaces previously cleared, ceiling and lining, cement and rust removed and space cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

REPAIRS (Wear & Tear):-

SHELL PLATING

Starboard side (counting from forward):-

Renewed:-

Plates: G 11 (fr. 14 1/2 + 20 1/2) - G 10 (fr. 20 1/2 + 28 1/2) - G 5 (fr. 63 1/2 + 73 1/2).

Plates: F 12 (fr. 9 1/2 + 16 1/2) - F 5 (fr. 67 1/2 + 77 1/2).

Plate: E 11 (fr. 34 1/2 + 41 1/2).

Plate: B 9 (fr. 30 1/2 + 39 1/2).

Faired in place :-

Plate: G 4 (between fr. 73 1/2 + 77 1/2).

Plate: C (between fr. 31 + 37).

Portside (counting from forward):-

Renewed:-

Plates: G 9 (fr. 27 1/2 + 36 1/2) - G 8 (fr. 36 1/2 + 45 1/2).

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Stagnatory. Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.				

Plates: F 10 (fr. 22 1/2 + 31 1/2) - F 12 (fr. 9 1/2 + 16 1/2).

Plates: E 3 (fr. 89 1/2 + 95 1/2) - E 2 (fr. 95 1/2 + 102 1/2).

Plate: D 3 (fr. 87 1/2 + 98 1/2).

Removed, faired and refitted :-

Plate: G 10 (fr. 23 1/2 + 27).

Faired in place :-

Plate: F 2 (between fr. 96 + 99).

A certain number of sundry rivets were renewed (about 400) and caulked (about 300).

Contd..

Web Beam (fr. 24-25-26) cropped and renewed about 50% of the vertical transverse and longitudinal plates with attachment angle bars re-inforcing the rivets connections with additional electric welding.  
 Old coal hatches p. & s.s. on raised quarter deck removed and openings in way plated over.

Ventilator coaming of after hold s.s. renewed.  
 Cropped and partly renewed 1 deck plate of raised quarter deck in way of p.s. accommodation corridor.

Bulwark: -

Renewed: s.s. counting from aft: the 2nd; 4th; 5th and 6th plates with corresponding gunwale bulb angle. Stay in way, 6 in N°, removed, faired and refitted and one stay faired in place.

Bulwark stay: s.s. forward, 6 in N°, removed, faired and refitted and one renewed.

Bulwark gunwale p.s. forward: cropped and renewed for about 4' in length and renewed 1 stay in way. Other 9 stays removed, faired and refitted. Gunwale in way faired in place.

Windlass:-

Fitted a new windlass. Tried in working condition at sea.

Forecastle Frontal Bulkhead :-

Doubled lower part of the bulkhead, p.s.

ALTERATIONS :-

W.T. bulkhead at fr. 63, between forward hold and engine and boiler spaces, has been now removed and transferred to fr. 58.

The bulkhead has been examined, drilled, partly renewed and re-inforced by additional stiffeners, as shown on approved plan N°. N/3707 enclosed herewith.

On completion the bulkhead was hose tested satisfactorily.

In way of the removed bulkhead at fr. 63, the original web beam, was also re-inforced as per approved plan N°. N/3708 enclosed herewith.

Forecastle frontal bulkhead :- door openings (2) were now plated over and one tonnage opening fitted in way.

OIL FUEL CONVERSION :-

The old coal bunkers were now partly dismantled.

Old structures were examined and placed in order as required. Coal hatches p. & s.s. on raised quarter deck removed and openings in way plated over.

New side o.f. bunkers (1 p. & 1 s.s.) have been built between fr. 55 and fr. 64 and extended in height from d.b. tank top, to 400 mm. underneath upper deck.

The double bottom tank N°. 3 (under boilers) and part of the double bottom tanks N°. 2, in way of hold, were now converted to oil fuel, making tight the floor at fr. 65 (between d.b. tanks N°. 2 & 3) and making a d.b. cofferdam between fr. 49 & fr. 50 (between d.b. tank N°. 3, now for o.f. and d.b. tanks N°. 4 feed water).

The requirements for o.f. conversion have been complied with.

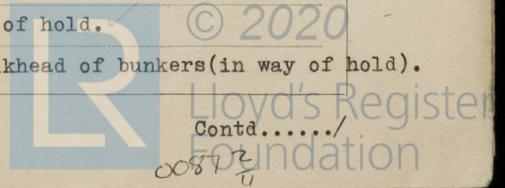
The new o.f. bunkers have been built in accordance with the plans N°. N/3711 approved by the Genoa Surveyors and enclosed herewith.

The applicable requirements of Sec. 20 of the Rules have been complied with.

Air and sounding pipes were fitted as per plan.

Gutterways were fitted in way of boilers space and in way of hold.

Wooden sheathing were fitted on the forward transverse bulkhead (in way of hold).



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<sup>o</sup>.93,94,95,96,97,98 and removed, faired and refitted the p.s. frames N<sup>o</sup>s.81,82, 83, 84 and the s.s. frames N<sup>o</sup>s.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<sup>o</sup>.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<sup>o</sup>s.50, 51, 52 & 53.

Corresponding bilge brackets were removed and refitted.

Double Bottom Tanks N<sup>o</sup>. 1 & N<sup>o</sup>. 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<sup>o</sup>. 3:-

Renewed reverse frame at fr. 54 p.s.

Double Bottom Tank N<sup>o</sup>. 4:-

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

Double Bottom Tank N<sup>o</sup>. 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<sup>o</sup>. 1 : cropped and partly renewed s.s. coaming horizontal stiffener with 1 stay and wedge supports in way.

Hatchway N<sup>o</sup>. 2 : transverse forward and aft coamings cropped and partly renewed.

Deck ; renewed completely all deck plates of winches platform between hatchway opening N<sup>o</sup>. 1 & N<sup>o</sup>. 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<sup>o</sup>. 3:- cropped and partly renewed the aft transverse coaming.

Hatchway N<sup>o</sup>. 4: cropped and partly renewed the forward transverse coaming.

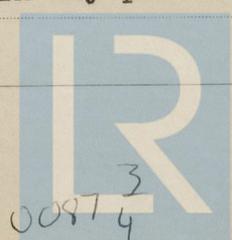
Renewed the s.s. horizontal coaming stiffener with all wedge supports.

Deck : renewed completely all deck plates of winches platform between hatchway opening N<sup>o</sup>. 3 & N<sup>o</sup>. 4.

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

New w.t. hatch with hinged cover fitted.

Contd.../20



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41800

"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<sup>o</sup>. 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<sup>o</sup>.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<sup>o</sup>.9)

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

CERTIFICATE:-

Interim certificate issued. Copy attached herewith.