

DISCLOSED SECTION

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23.1.1956 When handed in at Local Office 23 January 56 Port of EMDEN
No. in Reg. Book 01979 Survey held at Emden Date, First Survey 21st January Last Survey 22nd January 1956
(No of Visits TWO)

on the ~~Wood~~ Iron or Steel SSI "ARION" By whom J.F. Duthie & Co. When 1919 MONTH -

TONNAGE: GROSS 5672, UNDER DECK --, NET 3445
Built at Seattle Owners Societe de Nav. Arion S.A. Owners' Address -
Managers -- Port belonging to Panama
Destined Voyage -

Surveyed Afloat or in Dry Dock? afloat Name of Dock -
Cell DE or DBa feet: u&B feet: f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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
carrying oil FP	Engines: 12/51
above 150°F in DT.	Boilers: 7/55
SS. 12/51 Rot.	TS.CL. 4/52
Dr. 6/47	
docking 4/54	

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. 26714. Port B.a.s.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 date 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. Yes - 6
Society's Freeboard (if assigned) as painted on Ship and now verified - ft. ins.

Was a damage report made by anyone else? if so, by whom? No
Owner's Representative - not required

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE
Damage:- stated caused by grounding in River Ems on 21st January 1956 whilst on voyage Nordenham to Antwerp in ballast.

Now Done:- Vessel examined afloat in ballasted condition.
Soundings of bilges, double bottom tanks, deep tanks, peak tanks taken at intervals and readings found constant.
Holds and machinery spaces generally examined.
Steering gear satisfactorily operated.

Repairs:- No. 2 double bottom tank starboard sounding pipe cleared (choked).
Chief engineer stated machinery had given satisfactory results since the alleged grounding. SUSTAINING P.T.O.

SUMMARY 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								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
Reverse Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverse	Have Watertight Doors been examined and found efficient?	Treenails	length mean diam. (on board.)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Peasthooks & Stems	Rule length size
Keelsons	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Stringers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Inner Bottom Plating		" at other places	Standing and Running Rigging
Have the Tanks been examined internally?		Stringers, Clamps & Shelves	Sails
Have the Tanks been tested?		Sanding	
		* State if examined	

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 so far as now seen is in efficient condition and eligible in my opinion to remain as Classed without fresh record of survey subject to bottom and rudder being specially examined, (grounding) at Antwerp to which port vessel is proceeding direct to carry out Special Survey (due 12/55) also subject to all outstanding conditions of Class being dealt with as previously recommended.

	damage	£	15	15	0	Fees applied for,
Survey Fee (per Section 23)	Late Fee	£	4	4	0	19
Special Damage or Repair Fee (if any) (per Section 23)	Sunday Fee	£	5	5	0	19
Travelling Expenses (if chargeable)		£	2	0	0	
Second Surveyor's Fee (if any)		£				

THURSDAY 23 FEB 1956
Character Assigned #
Noted (See Cttee Minute 3/2/56)
Surveyor to Lloyd's Register of Shipping.
Class Withdrawn 21-2-56 S.F.K.
Lloyd's Register Foundation
010631-010639-0027
Loy 129 201 A
disc. class
30/1

30m. 7.54 Transfer fee (The Surveyors are requested not to fill in or below the space for Committee's Minutes.)

This Certificate required if so, to be sent to

