

DISCLOSED
SECTION

(Received at London Office

28 JAN 1956

No. 45

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 Survey held at Emden Date, First Survey 21st January Last Survey 22nd January 1956
(No of Visits Two)

01979 on the Wood, Iron or Steel SSI "ARION"
By whom J.F. Duthie & Co. When 1919 MONTH.
TONNAGE --- Built at Seattle
GROSS 5672 Owners Société de Nav. Arion S.A. Owners' Address ---
(If not already recorded in Appendix to Register Book)
UNDER DEK --- Managers --- Port belonging to Panama
NET 3445

Surveyed Afloat or in Dry Dock? afloat Name of Dock --- Destined Voyage ---
Cell DE or 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.

Last Report, No. 26714. Port B. as.

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.

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

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.

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

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. SUTRAINING
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.)
Unloading 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 diamr. (on board.)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Peashoots & Stemson	" 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?		Siding	
		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.

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

Committee's Minute

Character Assigned

THURSDAY 23 FEB 1956

Noted

(See Cttee Minute 3/2/56)

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

010631-010639-0027

Is Certificate required? if so, to be sent to

SS. "ARION"

It is considered that the vessel is in efficient condition meantime but it is recommended that the bottom and rudder be specially examined (grounding) at Antwerp to which port vessel is proceeding direct , where the Special Survey (due 12/55) will be carried out.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated that it is a Bower Anchor.

If Patent state name of Patentee

If Stockless state Mechanical Tests

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN