

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th. December 1955 When handed in at Local Office 5th. December 1955 Port of Buenos Aires.

No in Reg. Book Survey held at ROSARIO. Date, First Survey 14/11/55. Last Survey 17/11/55. 19. (N° of Visits 2)

Q1979 on the ~~Wood Iron Steel~~ S.S. "ARION".TONNAGE: Built at Seattle. By whom J.F. Duthie & Co. When 1919
GROSS 5672. Owners Socide Nav. Arion S.A. Owners' Address
UNDER DK. -- Managers (if not already recorded in Appendix to Register Book.)
NET 3445. Port belonging to Panama.Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Rosario. Destined Voyage
Particulars of Classification Which must be inserted precisely as in Register Book & SupplementsGenl Bdr DBa feet; u&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, N° 4259 Port Ham.

Periodical Surveys, when held, must be reported in detail and seriatim 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 painted on Ship and now verified ft ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR EQUIPMENT.

Attended on board on account of vessel losing starboard anchor.

It was stated by the Master that whilst on passage from Buenos Aires to Rosario in a partly laden condition on November 16th. 1955 it became necessary to anchor owing to stormy weather when in the vicinity of Buoy Km. 365, River Paraná. At 2100 hours the starboard anchor was dropped and chain slackened out. The vessel was brought up to 5 1/2 shackles of chain at 21.10 hours. At 21.20 hours it was noted that the vessel was dragging her anchor, and orders were given to heave up in order to shift anchorage. It was then found that the cable had parted just above the shackle between the 4th. and 5th. lengths, causing the loss of the starboard anchor and that amount of chain. A firm of Salvage Contractors recovered the lost anchor and chain and delivered it alongside the vessel at Rosario on the 16th. November. (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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Opening, 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.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, N° of
Reverse Frames	Have Stance Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	" Rule length size
Floors	Air and Sounding Pipes	Stringers, Clamps & Shelves	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Salting (State if examined.)	Hawsers & Warps
Stringers			Standing and Running Rigging
Inner Bottom Plating			Sails
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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, 1.88", or "to remain as classed and to have record of survey, 1.38, and the notations of ss N° 1-38".

This vessel, as far as now seen, is eligible in my opinion to remain as now classed, without fresh record of Survey, subject to starboard anchor chain cable being specially examined at next drydocking, also to 15 fathoms of chain cable being supplied at earliest opportunity, and subject to all other conditions as previously recommended.

Survey Fee (per Section 29) 600.00

Special Damage or Repair Fee (if any) (per sec. 29)

Travelling Expenses (if chargeable) 2nd. Surv: 35.00

Second Surveyor's Fee (if any) 600.00

Committee's Minute

Character Assigned

Fees applied for,

5th/12/55

Received by me,

19

J. White
Surveyor to Lloyd's Register of Shipping
for H. Gittins (Acting Surveyor).

TUESDAY 10 JAN 1956

As now subject

(with endorsement)

Noted
for
HeadLloyd's Register
Foundation

010631-010639-0030

The chain was parted at the 8th. link above the 4th. shackle. The broken link is being kept on board for further examination at the next dry-docking. It was recommended that the 5th. length of chain be removed and the salvaged chain be joined to the 5th. shackle. This recommendation was carried out on the morning of the 17th. November 1955.

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ANCHORS.

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

CHAIN CABLES.

Iron Stream Chain
or Steel Wire

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.