

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd June, 1942 When landed in at Local Office 23rd June, 1942 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey April 1st Last Survey May 29th 1942 (No. of Visits 12)

30317 on the Wood Iron or Steel M. V. "ARRIAGA" (ex "PETROHEAT")

TONNAGE:—

Built at Rochester, N. Y.

By whom

Dolomite Marine Corp.

When

YEAR.

1940

MONTH.

GROSS 2469

Owners Lago Petroleum Corporation

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK. 2310

Managers

Port belonging to Panama, R.P.

NET 1890

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Maryland Drydock Co. Destined Voyage

General Ship Repair Co.

Cell DBor 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. 1131 Port Yek

(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.

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 9.41	LMC 3.40
	TS p 5.41
	s 5.41 CL
	Carrying Petroleum in bulk
	For Service on the Great Lakes and
	Coastwise from Eastport, Me. to the
	West Indies
Society's Freeboard (if assigned) as	5 ft. 11.2 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 Dry Docking and Alterations

Vessel placed in dry dock, bottom and rudders cleaned, examined and coated.

Hatchways, ventilator coamings, deck and general equipment examined and found in order.

Repairs:— Both rudders and upper stocks removed, upper stocks built up with electric welding where worn in way of bushings and bushings renewed.

Done for alterations afloat:— A new bridge superstructure, as per the attached plans, of all welded construction, now fitted to the main deck in way of the forward end of No. 2 Cargo tank, the superstructure plating, being 5/16" and stiffening, spacing of stiffeners and longitudinals as shown in attached plans. The forward hatch coamings and covers to No. 2 main and side cargo tanks under new superstructure, now removed and the hatchways permanently closed by efficient steel plates electrically welded in place with suitable connections to existing frames and longitudinals under deck.

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	—	Engine Room Skylights	—	Copper, or Y.M.	—
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if on Roll.)	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—	When fixed, Month	Year
Beams & Fastenings	—	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	Good
" " in way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	—	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed.)	5/16"
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	3 B 1 S
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	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)	—
Floors	—	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	" length (on board)	mean diamr. —
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length	size —
Stringers	—			" " at other places	—	Chain Locker	—
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Hawser & Warps	Good
Have the Tanks been examined internally?	—			Salting	—	Standing and Running Rigging	Good
Have the Tanks been tested? No. 2, P. C., and S. only	—			(State if examined.)	—	Sails	—

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 being now so far as seen in good and efficient condition, is eligible in our opinion to remain as classed with fresh record of survey Bal. 5,42

N.B. the docking fee of \$30.00 and the entire fee for machinery damage was rendered to and paid by the previous owners.

Survey Fee (per Section 29) Docking £ 30.00

Alteration £ 250.00

Special Damage or Repair Fee (if any) (per Sec. 29) £ 12.00

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for May 19, 1942 June 22, 1942

Received by me, part May 28, 1942

Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 1 1942

Character Assigned 100 A1 Carrying Petroleum in bulk
for service on the Great Lakes and Coastwise
from Eastport, Me. to the West Indies.
S. T. S. N. 4, 42.



Lloyd's Register Foundation

W4-0158

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Hull Cont'd.

The original entrance to lower deck in poop, starboard side, and the original entrance to pumproom now closed by efficient steel plates electrically welded in place and the new entrance to pumproom cut in main deck, protected by a steel companionway of all welded efficient construction with a 12" sill and steel watertight door with closing appliances capable of being manipulated from both sides.

Two additional new lifeboats of the following dimensions 24 ft. x 7'8" x 3'8" and capacity for 37 persons now supplied and placed on boat deck. New "Welin" quadrant boat davits tested to 11,000 lbs. installed and the davits and all gear tested out.

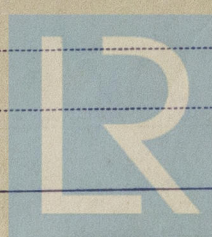
No. 2 port, centre and starboard cargo tanks tested to Rule requirements and proven tight.
The closing plates over original entrances to tween deck and to pumproom hose tested and proven tight.

ANCHORS.

If Stockless, state Mechanical Test.

CHAIN CABLES.

Iron Stream Chain }
or Steel Wire.... }



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