

Rpt. 8.

COPY

(Received at London Office)

No. 5771

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 9th. June 1952

When handed in at Local Office... 19...

Port of LISBON

No. in Survey held at LISBON

Date, First Survey 19th. Feb. 51 Last Survey 9th. June 19 52

Reg. Book.

on the ~~Wank...~~ Steel "ARETI" ex Maria Cristina

(No. of Visits... 40)

TONNAGE:—

Built at Middlesbrough

By whom Smith's Dock Co. Ltd.

When 1920

MONTH 7mo

GROSS 3330

Owners Companhia de Navegacao Olissipo Owners' Address

UNDER DK. —

Managers

Port belonging to Panamá

NET

Surveyed Afloat or in Dry Dock? Both Name of Dock C.U.F. No. 1

Destined Voyage

Cell DBor DBa feet; uE &amp; 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 &amp; Supplements)

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. 4420 Port

(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 painted on Ship and now verified } 3 ft. 10 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey and Oil Fuel Conversion

Now done for Special Survey.

Vessel placed in drydock, bottom and rudder cleaned, examined and re-coated.

EXAMINED: Holds, tween decks, Peaks examined and tested, Coal Bunker spaces (now dispensed with) Engine and boiler spaces, ceiling, D.B. tanks examined and tested (cement found adhering satisfactorily) sidelights and plating below, decks, hatches, anchors and cables, chain locker, masts and Rigging, Steering gear, Windlass, General Equipment, Pumps, W.T. Doors, Ventilators, Air and Sounding Pipes & striking plates, and found or placed in good order.

The shell, Decks and D.B. Tanks all extensively drilled and gauged.

A Renewal Freeboard Survey now held and Report forwarded.

Freeboard verified (certificate issued valid till 31st. Dec. 1952)

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 good

Caulking of Decks "

Coamings "

Beams &amp; Fastenings "

Outside Plating Efficient

" " In way of sidelights good

Frames "

Reverse Frames "

Longitudinals "

Transverses "

Floors good

Keelsons "

Stringers "

Inner Bottom Plating "

Have the Tanks been examined internally? yes

Have the Tanks been tested? yes

Bulkheads good

Ceiling "

Cement or Asphalt "

Rudder "

Steering gear and its connections

Windlass "

Have pumps been examined and found efficient? yes

Have Suction Valves been examined and found efficient? "

Have Watertight Doors been examined and found efficient? yes, good

Have Ventilators and their Coamings been examined and found efficient? yes

Air and Sounding Pipes good

Doubling Plates under Sounding Pipes "

Engine Room Skylights

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking "

Caulking "

Treenails "

Breasthooks &amp; Stems

Transoms, Pointers &amp; Clutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on felt.)

When fitted, Month Year

Boats good

Masts, Yards, &amp;c.

Condition, how ascertained by examd.

(State if wedges removed.)

Equipment letter V

Anchors, No. of 3B 18

Cables (State if now ranged) yes

" length 255 mean diam. 26/32"

(on board)

" Hole length 270 size 2"

Chain Locker good

Hawsers &amp; Warps

Standing and Running Rigging

Sails

General Observations, Opinion as to Class, Recommendation, &amp;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 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 as No. 1.38."

This vessel is in good order and eligible in my opinion to remain as classed with notation S.3.

Lis. 6.52 (Dr) on completion of the Special Survey, to be completed by 12-52, with docking date 3-52, also subject to 15 fathoms of cable being supplied. (cargo battens to be placed in order). Fitted for oil fuel 6-52 (F.P. of oil not above 1500 F.)

Survey Fee (per Section 29) 33. Esq. -15.120\$00  
Repairs " 12.000\$00  
Oil Fuel Conversion " 5.000\$00  
Special Damage or Repair Fee (if any) " 1.000\$00  
Late Fee " 800\$00  
Travelling Expenses (if chargeable) "

Fees applied for,

19.

Received by me,

19.

Second Surveyor's Fee (if any)

See LIS 44 246/7 (with A/C)

THU 14 AUG 1952

Committee's Minute

Character Assigned

Deferred for cp 15 (by 12.52)

but assigned 5.52 Lis subject

5.3.52 + Lmc 6.52 Fitted for oil fuel 6.52 F.P. above 1500 F.

24.5.52 Decls. "Laid up pending survey")

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

Foundation

002465-002470-0076 1/4







S.S. "ARETI"

The Fore Peak, No.1 & 2, 3, D.B.Tanks were tested on completion and found satisfactory

A cofferdam has been arranged between No.3 D.B.Tank and No.4 (F.W.) at frames 74 to 75

All tanks thoroughly scaled & cleaned.

Last date in drydock 8th. March 1952

"ARETI" ex "MARIA CRISTINA" Lisbon 5771

Decimals.

				Orig.	Drilling
"L" 62.62.59	- - - -	- - - -	Peep (P.S)	.34	.23
"K" 56.55.47	- - - -	- - - -	" (S.S)	.34	.35
"J" 90.74.70	42.55.51	42.59.51			
"H" 56.31.47	42.31.47	42.23.47	Forecastle (PS)	.38	.23
"G" 56.43.51	42.39.31	42.23.23	(SS)	.38	.27
"F" 56.47.47	42.47.35	42.43.27			
Bilge "E" 56.51.51	42.43.39	42.23.27			
"D" 56.47.51	44.47.27	44.23.27			
"C" 56.51.55	44.47.27	44.35.35			
"B" 56.55.51	44.31.27	44.47.35			
"A" 56.51.55	44.59.55	44.39.35			
Keel	82.75.-	70.66.-	70.66. -		

Plates marked thus  $\phi$  renewed in original thickness  
adjacent plates drilled and renewed where necessary



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"ARETI" ex Maria Cristina

OIL FUEL CONVERSION.

In connection with the conversion to Oil Fuel of this vessel the side bunker hatches on the Bridge Deck (B. & S.) have now been dispensed with and the openings plated over. ✓

An air pipe 4" dia. has been fitted on the forecastle deck to Fore Peak Tank, protected by Bow Chock, 18" from deck to mouth. *Spent during oil conversion*

A 5" dia. air pipe has been fitted on the Forecastle Deck to the No. 1 D.B. Tank 27" from deck to mouth.

2 Additional air pipes fitted on upper deck forward 3" dia. to No. 2 D.B. Tank, protected by fore mast derrick table 6'-0" to mouth.

2 additional air pipes fitted to No. 3 D.B. Tank 3" dia. on Bridge Deck 6'-0" from deck to mouth.

All Oil Fuel Tank air pipes fitted with gauzes to mouth *X Cannon Comm.*

*Cannon Comm.*

(Signed) W. Ronald.



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