

COPY

Rpt. 8.

(Received at London Office)

No. 5771

REPORT OF SURVEY FOR REPAIRS, &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. 30156 on the ~~Monk~~ 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 Navegacion 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 & 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. 4420 Port Lis

(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 } 3 ft. 10 1/4
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 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 Falred or Repaired								
Falred or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>good</u>	good		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	When fitted, Month - Year -
Caulking of Decks	"	Ceiling	"	Oil Bunkers			
Coamings	"	Cement or Asphalt	"	Scuppers			Boats <u>good</u>
Beams & Fastenings	"	Rudder	"	Cargo Hatchways			Masts, Yards, &c.
Outside Plating	<u>Efficient</u>	Steering gear and its connections	"	Hatches			Condition, how ascertained <u>by examd.</u>
" " In way of sidelights	<u>good</u>	Windlass	"	Planking	"		(State if wedges removed.)
Frames	"	Have pumps been examined and found efficient?	<u>yes</u>	Caulking	"		Equipment letter <u>V</u>
Reverse Frames	"	Have Slnce Valves been examined and found efficient?	-	Treenails	"		Anchors, No. of <u>3B 18</u>
Longitudinals	-	Have Watertight Doors been examined and found efficient?	<u>yes, good</u>	Breasthooks & Stems	"		Cables (State if now ranged) <u>yes</u>
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	Transoms, Pointers & Clutches	"		" length <u>255</u> mean diam. <u>26 1/32"</u>
Floors	<u>good</u>	Have the Tanks been examined internally? <u>yes</u>		Timbers of Frame at openings	"		" Hole length <u>270</u> size <u>2"</u>
Keelsons	"	Have the Tanks been tested? <u>yes</u>		" " at other places	"		Chain Locker <u>good</u>
Stringers	"	Air and Sounding Pipes	<u>good</u>	Stringers, Clamps & Shelves	"		Hawsers & Warps
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Salting	"		Standing and Running Rigging
				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 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 decking 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)	Esc.	Fees applied for,
<u>88.</u>	<u>-15,120\$00</u>	
Repairs	"	
Oil Fuel Conversion	"	
Special Damage or Repair Fee (if any)	"	
xxxxxx cables	"	
Late Fee	"	
Travelling Expenses (if chargeable)	"	
	<u>800/-</u>	

Second Surveyor's Fee (if any) See LIS 64 2467 (with A/C)
Committee's Minute
Character Assigned Deferred for cp 52 (by 12.52)
5.3.52 + Lmc 6.52 fitted for oil fuel 6.52 FP. above 1500 F.
26.5.52 Decls. laid up pending survey
THU 14 AUG 1952
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

30 JUL 1952

Handwritten signature

002465-002470-0076 1/4

"ARETI"

W. & T. Repairs

Rudder lifted, examined and all pintles & bushes renewed
Steering chains, removed, fired, examined and replaced in good order

Shell Renewed (From Aft)

(P.S.) "B" 14; D, 2, 3; E 2, 7, 15; F, 5, 13; G 2, 3, 5, 6, 12; H 2 & 3 (Part), 6, 7, 8, & 14; "I" 7
(Part doubled), 8 15; J 1, 2, 15, 16,; K 9, 17, 18 (Part) (29)
(S.S.) B 14, C 12; D 2, 3, 14, 15 E 2, 3, 7, 15; F 2 3 4; G 3 5 11, 12, 13, 14; H 3, 5, 6, 13, 14,
"I" 15; J 1; K 17, 18; (Part) (29)

Notes:-

In addition to the above plates now dealt with the following were recommended to be renewed, though docking facilities did not permit, and the renewal of these has been deferred till the end of December 1952, the plates being considered efficient meantime (see Secretary's letters and Cables.)

(S.S.) C 1, D 4, E 12, F 5 & 6, F 7 (part) (5 & 1 part)
(P.S.) E 1e, F 6. (2)

Repairs, (contn.)

D.B. Tank Tops:-

No. 1 Hold, 5 Plates renewed
No. 2 Hold, 4 " "
Boiler Room 6 " "
Engine Room 3 " "
No. 3 Hold 3 " "
No. 4 Hold 3 " Part Doubled.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Registered by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

Bilge brackets:-

No. 1 hold 6 brackets (PS) & 6 (SS) Renewed & Frame bottom part renewed
" 2 " 12 " " & 15 " " " "
" 3 " 11 " " & 9 " " " "
" 4 " 6 " " & 2 " " " "

D.B. Floors in Boiler Room Tank (P&S) Renewed

Tank ends between No. 1 & 2 D.B. Tanks (P&S) Renewed

5 Fore Peak Bulkhead Plates renewed

(See Report No. 3)

Rpt. 9a.

Port of LISBON

Continuation of Report No 5771 dated 9th. June 1952

on the

COPY

S.S. "ARETI"

Repairs, (Contnd.)

Fore Peak Tank Top Plating all Renewed

1 D.B. Margin plate (SS) between No. 1 & 2 renewed

FORECASTLE DECK Deck Plating all renewed

Upper Deck:- (From Ford) From Forele Front

(P.S.) Stringer plates No. 6, 7, 8, 11, 12 Renewed (5)

"A" strake No. 1, 2, 4, 7, 8, 9, 11 renewed (7)

"B" " No. 1, 2, 3, 4, 5, 7, 8, 9, 13 & 14 Renewed (10)

"C" " No. 3 & 4 Renewed

Centre strake No. 3 & 4 renewed

(S.S.) Stringer plates No. 1, 2, 6, 7, 11 & 12 renewed

"A" strake No. 3, 4, 5, 7, 8, 1e renewed (6)

"B" " No. 1, 2, 3, 4, 7, 9, 1e, 14, 15, 16 & 17 renewed (11)

Bridge Deck

7 plates in way of bridge deck hatch renewed

Bridge deckhouse coaming plate at aft end (P&S) cropped and part renewed

Hatch coaming all drilled & gauged & parts doubled where necessary.

A number of hatch side stiffeners renewed

Packing of bridge front doors renewed

Anchors and cables ranged examined, 1 length found below size, now renewed, it being recommended that 15 fms. of cable be supplied.

The cargo battens were found part missing and broken, and the supt. promised to have these placed in order in Sweden at an early date.

Fore Peak.

6 Floors renewed, centre girder renewed from frame 153 to 157

3 Beams renewed, and a number of brackets renewed

Bulwarks, Rail Bars parts renewed

A number of wood hatches Covers renewed

Ventilator coamings parts renewed

D.B. Tank Top & Bilge ceiling renewed where necessary also cement frame fillings throughout holds made good

A number of minor repairs effected

Fore Peak after Peak, and all D.B. Tanks, tested on completion & found satisfactory

New done for Oil Fuel Conversion

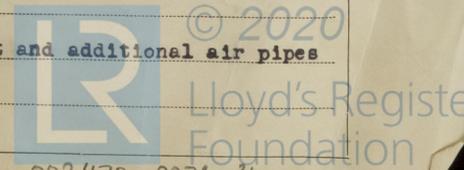
This vessel has now been converted from Coal to Oil Burning.

This side bunkers have been dispensed with and these spaces (P&S) at sides of Boilers have been utilised for housing the settling tanks

The Forepeak No. 1, 2 & 3 D.B. Tanks have been adapted for Oil Fuel as per plans submitted and approved and in accordance with the Rule requirements and Secretary's Letters.

All necessary gutterways and drip trays have been fitted, and the Fore Peak bulkhead sheathed with 2" timber.

All manhole doors to Oil Tanks have been made oil tight and additional air pipes with gauges fitted.



To complete...
Approved and signed...
Cable...
FM 27 FEB 1953

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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 ϕ renewed in original thickness adjacent plates drilled and renewed where necessary



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Lloyd's Register Foundation

"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. *Spout closing appliances fitted.*

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 Canvas Covers.*

Canvas Covers?

(Signed) W. Ronald.



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