

Rpt. 8

Port Piraeus.

No. 8595

Date of writing Report 6.9.60

When handed in at Local Office

Received London

Survey held at Kynossoura

No. of Visits 2

First Date 7.7.1960

Last Date 16.7.60.19

REPORT OF SHIP SURVEYS AND REPAIRS

SEP 1960

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

52360

S.S.

"ARO"

Tons gross 7221

Year Month

When 1930 3

Built at Wal

By Whom Swan Hunter & Wigham Rehdsn

Owners Aro Tankers Co. S.A.

Owners' address (If not already in R.B.)

Port of Registry Panama

Managers

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 154772 To be filled in at Head Office. 8461

Port PIR

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1	+LMC
Oil Tanker	E.S. 2,56
S.S. 2,56 (Dr.)	MBS 1,59
D.S. 1,59	TSCL 11,57
	SPS 2,56

Give dates and references to any letters relating to this Report. London cables 4th. & 8th. July.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION FOR EXTENSION of surveys for a voyage to LA SPEZIA Italy in ballast conditions.

A General examination afloat was held according to Circular No.1959 to ascertain condition for proposed voyage to SPEZIA Italy for breaking up.

Examined:

Aft peak tanks, fore peak tank, aft & forepeak spaces, engine and boiler rooms, cofferdams and pump rooms.

Cargo tanks Nos. 1,2,3,6,8, & 9 Port and Nos. 1,2,3,6,&9 starboard. Decks, coamings, casings openings and closing appliances.

Regarding condition of class regarding side shell plating port side in way of engine room, this area specially examined and temporary repairs of cement boxes found substantial and efficient. No further repairs of a temporary nature considered necessary. The plating port side in way of engine room considered efficient for the proposed voyage.

The condition of the vessel was found in my opinion satisfactory for the proposed voyage to Spezia for breaking up, in ballast condition and it is submitted that extension of surveys for this voyage receive favourable consideration.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to

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

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is eligible in my opinion to remain as classed without fresh record of survey subject to outstanding surveys and side shell plates portside in way of engine room, being dealt with on vessel's arrival LA SPEZIA and by the end of July, 1960.

H. Bla Keman
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 11 OCT 1960

Minute

Noted - See Cte minute dated 26.8.60



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WRECK SECTION

No

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR G.E. for extension of surveys SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No.		F.P. Tank	Yes.	No.
Rudder lifted	No.		A.P. "	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.		D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes.	No.
Hatchways, Covers, closing and securing appliances	Yes.		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes.		Deep Tanks		
Holds	None.		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks	None.		Side Tanks		
Fore Peak Spaces	Yes.		Wing Tanks		
After " "	Yes.		Other Tanks		
Engine Space	Yes.		Cargo Tanks (Tankers Nos. 1, 2, 3, 6, 8, 9 port) Nos. 1, 2, 3, 6, 9 stbd.)	Yes.	No.
Boiler "	Yes.		Cofferdams	Yes.	No.
Under Engines and Boilers	Yes.		Pump Rooms		
Tunnel and Well	None.				
Coal Bunkers	None.				
Chain Locker	No.				
Other Spaces	No.				
				Have Tanks now Examined been Cleaned as Necessary?	Yes.
				Have Struts in Cargo Tanks (of Tankers) been removed?	No.
				Have Tanks been Retested as necessary after completion of any Repairs?	No.

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? None.
 Have the bilges been cleaned out and examined? ER Yes. Has cement in bottom been examined? No.
 Has steelwork had rust removed and afterwards been recoated as necessary? No.
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.
 Has a Load Line Survey been held? No. If so, state which
 Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached
 Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating <u>Above WL efficient</u>	Ceiling and Cargo Battens <u>None.</u>	Sluice Valves examined and found <u>-</u>	
" " in way of side scuttles <u>not examined</u>	Cement or Asphalt <u>Not examined</u>	Air and Sounding Pipes <u>Above deck good</u>	
Rudder and Sternframe <u>not examined</u>	Cargo and other Hatchways <u>Good.</u>	Doubling Plates under Sounding Pipes <u>Not examined</u>	
Decks <u>Good.</u>	Hatches and closing appliances <u>Good.</u>	Masts and Rigging examined and found <u>Good.</u>	
Superstructures and their closing appliances <u>Good.</u>	Ventilators, their coamings <u>Good.</u>	Condition, how ascertained <u>From Deck</u> (State if wedges removed)	
Coamings and Casings <u>Good.</u>	and closing appliances <u>Good.</u>	Chain Locker <u>Not examined.</u>	
Beams and Fastenings <u>Good.</u>	Companionways and Skylights <u>Good.</u>	EQUIPMENT	
Frames <u>Good.</u>	Shell Openings <u>Good.</u>	Equipment Letter	
Reverse Frames <u>Good.</u>	Ash Shoots <u>None.</u>	Anchors, No. of <u>Condition</u>	
Longitudinals <u>Good.</u>	Overboard Discharges and Scuppers <u>Good.</u>	Cables (State if now ranged and examined)	
Transverses <u>Good.</u>	Freeing ports <u>Good.</u>	" length <u>mean diam.</u> (on board)	
Floors <u>Good.</u>	Steering Gear (Main and Auxiliary) <u>Good.</u>	" Rule Length <u>Size</u>	
Keelsons <u>Good.</u>	examined and found <u>None.</u>	Hawsers and Warps	
Stringers <u>Good.</u>	Windlass examined and found <u>Good.</u>	State if any Anchors or Chain Cable have	
Inner Bottom Plating <u>Good.</u>	Pumps " " " <u>Good.</u>	now been supplied or retested, if so.	
Bulkheads and Tunnel <u>Good.</u>	W.T. Doors " " " <u>None.</u>	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No. See Below

REMARKS, REPAIRS, Etc. (Contd.) It is further submitted that all outstanding surveys and shell plates port side in way of engine room be dealt with on vessel's arrival La Spezia Italy and by end of July, 1960. The plating of engine room considered efficient meanwhile.