

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 DEC 1933 When handed in at Local Office 18 DEC 1933 Port of *London*
 No. in Survey held at *Birkenhead* Date, First Survey *25th Oct* Last Survey *12th Dec* 1933
 Reg. Book. *21092* on the *Wood, Iron* Steel *Iron* *ARANDORA STAR* (No. of Visits *20*)
 TONNAGE Built at *Birkenhead* By whom *Cammell Laird & Co. Ltd.* When *1927* YEAR MONTH
 GROSS *14694* Owners *Blue Star Line Ltd.* Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DEK. *11860* Managers Port belonging to *London*
 NET *8878*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Cammell Laird* Destined Voyage
 WB=CellDBorDBa feet; uE&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 & Supplements)

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *14906* Port *South*.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.)

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 *18 ft. 3 in.*

Yes, to follow if required Was a damage report made by anyone else? If so, by whom? *Casselman & Lamer*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage and Alterations.*

Vessel placed in drydock, and the following damage repairs now carried out:-
 No. 1 - Damage stated to have been caused by contact with quay at Dakar-28-12-32.
 Repairs:- K stroke in way to 4 hold - to 17 plate renewed. "J" stroke to 17 plate joined in place. 2 shell frames joined in place and 1-part renewed. Removals necessary for the repairs replaced and made good as required. all above port side.

No. 2 - damage stated to have been caused by grounding at Copenhagen-12-7-33.
 Repairs:- Starboard side - No. 2 length ridge keel - joined in place. - No. 5 & 6 lengths ridge keel removed, joined & refitted. 2 lengths of shell angle joined in place.

Summary of Damage Repairs:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1	15						
Removed and Fair'd or Repaired	1							as report
Fair'd or Repaired in place	2	4						

PRESENT CONDITION OF THE

State of Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
State if Tanks now tested	Engine Room Skylights	(State if on Feet)
Bulkheads	Cast-Downs, Open'gs, Lids, &c.	When put on, Month
Ceiling	Scuppers	Beats
Cement	Cargo Hatchways	Masts, Yards, &c.
Rudder	Hatches	Condition, how ascertained
Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Windlass	Caulking	Sails
Have Pumps now been examined and found efficient?	Treenails	Equipment letter
Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	length 330 ft
	Ditto Ditto at other places	Rule length 330 ft
	Striggers, Clamps & Shells	Hawser & Warps
	Salting	Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This Vessel so far as seen is now in good condition, and is eligible in our opinion to remain as classed with fresh record of Survey Bkn. 12.33.

Survey Fee (per Section 20) £ : :
 Special Damage & Repairs Fee (if any) £ 5 : 5 : 0
 Travelling Expenses (if chargeable) £ 42 : 0 : 0
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute

19 DEC 1933

Received by me.

12-1-34

19 DEC 1933

Surveyor to Lloyd's Register of Shipping.

Character Assigned

100 A1-12.33. Bkn.
with fld.
Fitted for oil fuel.
B.S. 12.33.



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Lloyd's Register Foundation

T.S.S. "ARANDORA STAR."

No. 3- damage stated to have been caused by contact with quay at Immingham 15-7-33
 Repairs:- Starboard side in way No. 2 hold - J stroke No 6 plate joined in place
 H stroke No 6 plate removed, joined and refitted. 2 shell frames joined in
 place, stringer shell lugs removed, joined & refitted as required.
 All repairs necessary for carrying out repairs replaced and made good
 as required.

No. 5- damage stated to have been caused by contact with quay at
Istanbul. 23-10-33.

Repairs:- One ship's side Liner cover renewed.

Bottom and ~~udder~~ now in good order cleaned & coated.

Alterations:- At the fore end of the vessel a new sun deck
 "E" deck has been fitted, and "D" deck and "C" deck have been
 extended to accommodate additional passenger accommodation.
 The necessary ^{top} side plating, deck plating &c has been fitted, all
 in accordance with the approved plans attached, and the work
 has been carried out in a satisfactory manner. Two new frames
 decks have been fitted at the level of the engine casing top, all in
 accordance with the approved plans, and in connection with this, it is
 confirmed that the frames decks will not be subjected to
 greater loading than is usual for ordinary Superstructure
 decks (see Secretary's letter 100-100-1933 M). A new open
 upper fore-castle has also been fitted in a satisfactory manner
 in accordance with the approved plan.

In connection with the above alterations the following are
 amended particulars for the Register Book:-

Registered Length 542.8'.

Under deck Tonnage - no alteration.

Gross Tonnage 16177.92

Registered " 8873.05.

Note:- Two new F.W. Tanks have been built and fitted on
 the aloft deck in the wings efficiently supported & tested.

E.A.D.

No. 8 D.B. oil fuel tank opened up cleaned and
 examined and found in good condition.