

DEC 28 1938

No. 97008

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21.12.38 When handed in at Local Office 28/12/1938 Port of Newcastle-on-Tyne
 No. in Reg. Book 69883 Survey held at Willow. on Tyne Date, First Survey 16.11.38 Last Survey 15th Dec 1938
on the Wood-Iron or Steel Swine "ARANDORA STAR" (No. of Visits 24)
 TONNAGE: 1559 Built at Birkenhead By whom Cammell Laird & Co. When 1924 MONTH 5
 GROSS 1644 Owners Frederick Kyland & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 ORDER DK. 11860 Managers Port belonging to London
 NET 9090

Surveyed Afloat or in Dry Dock? No Name of Dock Palmer's Destined Voyage ✓
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 17079 Port Sou

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 18 ft. 3 ins. painted on Ship and now verified ✓

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor for 2,3,4,5.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, COMMENCEMENT S.P. No 3, ALTERATIONS & S.R. LIST.
DAMAGE alleged sustained ① During heavy weather encountered in Gulf of Lyons on 20th May 1938. — ② By collision with tug "Wellington" at Southampton on 27th January 1938. — ③ By collision with U.S.S. "Claxton" on 1st May 1938. — ④ On 6th August at Copenhagen, cause not stated. — ⑤ When entering Tillys Dock on 8th July 1938.
 (For full particulars see Log Book)

DAMAGE ① No 12 plates in Forecastle chest and No 1 plate in 1st below Pl. chest (P.S.) from forward. 8 Bulk angle frames, 4 Beam knees, and 4 frame brackets removed, painted & refitted. 4 Beam knees painted in place. 1 Wash port door removed, painted & refitted. 1 Stiffen 4 over wash port door removed, painted & refitted.

(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 | 4 | 8 | - | 11 | | | | and as per report |
| Removed and Fair'd or Repaired | 2 | | | | | | | |
| Fair'd or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | State if Tanks have been examined inside | Air and Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|--------------------------------------|--|--|--|
| Decks <u>Good</u> | Le kept. | <u>Good</u> | (State if on Port.) |
| Caulking of Decks <u>Good</u> | Le kept. | <u>Good</u> | When put on, Month — Year — |
| Coamings <u>Good</u> | Bulkheads <u>Good</u> | Engine Room Skylights <u>Good</u> | Boats <u>Good</u> |
| Beams & Fastenings <u>Good</u> | Ceiling (Insulation) <u>Good</u> | Coal Bunkers, Open'gs, Lids, &c. <u>Good</u> | Masts, Yards, &c. <u>Good</u> |
| Outside Plating <u>Good</u> | Cement or Asphalt (State which.) <u>Good</u> | Oil Bunkers <u>Good</u> | Condition, how ascertained <u>Le kept</u> |
| " " in way of sidelights <u>Good</u> | Rudder <u>Good</u> | Scuppers <u>Good</u> | (State if wedges removed) |
| Breasthooks <u>Good</u> | Steering gear and its connections <u>Good</u> | Cargo Hatchways <u>Good</u> | Sails — |
| Transoms <u>Good</u> | Windlass <u>Good</u> | Hatches <u>Good</u> | Equipment letter — |
| Frames <u>Good</u> | Have pumps now been examined and found efficient? <u>Good</u> | Planing of Wood Vessels <u>Good</u> | Equipment letter — |
| Reverse Frames <u>Good</u> | Have Sluice Valves now been examined and found efficient? <u>Good</u> | Caulking ditto <u>Good</u> | Anchors, No. of <u>38. 15.</u> |
| Longitudinals — | Have Watertight Doors now been examined and found efficient? <u>Good</u> | Treenails ditto <u>Good</u> | Chain Locker <u>Good</u> |
| Transverses <u>Good</u> | Have Ventilators and their Coamings been examined and found efficient? <u>Good</u> | Breasthooks & Stemson ditto <u>Good</u> | Cables (State if now ranged) <u>Good</u> |
| Floors <u>Good</u> | | Transoms, Painters, & Crutches ditto <u>Good</u> | " length <u>345</u> mean diamr. <u>2 1/2</u> |
| Keelsons <u>Good</u> | | Timbers of Frame at openings ditto <u>Good</u> | " Rule length — size — |
| Stringers <u>Good</u> | | Ditto Ditto at other places ditto <u>Good</u> | Hawser & Warps <u>Good</u> |
| Inner Bottom Plating <u>Good</u> | | Stringers, Clamps & Shells ditto <u>Good</u> | Standing and Running Rigging <u>Good</u> |
| | | Salting (State if examined.) <u>Good</u> | |

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, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of 11 No. 1-24."

This vessel is eligible, in my opinion, to remain as now classed in the Register Book with fresh record of survey 12.38 and to have the notation of S.P. No. 3. 12.38 when the survey has been completed as stated in the report and subject to the repairs to upper part of rudder being specially examined each docking.

Survey Fee (per Section 29) £ 25 : 0 : 0
 Special Damage to Repair Fee (if any) £ 6 : 6 : 0
 Alteration £ 12 : 12 : 0
 Examining Expenses (if chargeable) £ — : — : —
 Second Surveyor's Fee (if any) £ — : — : —

Fees applied for,

22 DEC 1938

Received by me,

18 1 19 39

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 13 JAN 1939

Character Assigned

100A1 subject
 with fbd.
 Fitted for oil fuel + L.M.C. 12.38
 subject



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Lloyd's Register Foundation

"ARANDORA STAR"

Repairs: Port Bower anchor fractured by being accidentally dropped in dock bottom removed. For particulars of list re see table.

Staircase locker hand pump repaired. All storm & sea down valves overhauled & flaps removed or re-published as necessary. Minor repairs effected.

The following remain to be done to complete the S.S. No 3.

No 4a and 6 (OF) double bottom tanks to examine internally. &
No 3 (OF) double bottom tank in way of deep fuel tanks in No 3 Hold also No 4a and
No 6 (OF) double tanks to test. &

Deep oil fuel tanks & settling tanks in Machinery space and deep oil fuel
tanks in No 3 hold to examine internally and test. &

ALTERATIONS. D deck forward has been extended to connect with the Pel deck.
The ship's sides in way being plated in with large openings in same
port & starboard, and a practical bulkhead bulkhead has been erected where the
extended D deck connects with the Pel deck. The forward end of E deck has
also been extended to the after side of the mast. The scantlings & arrangements
are as shown on the approved plans which are enclosed herewith.

S.R. LIST. The indentured Pel side plating re (P.S.) has been dealt with as
shown in damage ① and it is submitted this record be now
deleted from the S.R. list.

The repairs to the upper part of the rudder have been specially
examined & found to be in good condition. It is submitted these repairs be
recorded to be specially examined each docking but that the record regarding
the removal of the rudder at the Burners convenience be deleted from the list.

TONNAGES. The gross & net tonnages have been amended to be
15500.64 and 9096.15 Tons respectively.

A.B.H.

250 tons additional ballast placed on board now. (200 tons in No 3 Hold &
50 tons in No 4 Hold).