

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 13/10/10³⁴ Port of Belfast included in 7.8 report.

No. in Reg. Book 71859 on the Wood, Iron or Steel T.S.T. "ASTURIAS" Date, First Survey 1925 Last Survey 19

Built at Belfast By whom Messrs. Harland & Wolff When 1925

GROSS TONNAGE 22048 Owners Royal Mail Lines Ltd. Owners' Address Belfast

UNDER DECK 12348 Managers Messrs. Harland & Wolff Port belonging to Belfast

NET TONNAGE 13125 Surveyed Afloat or in Dry Dock? both Name of Dock Quay & Alexandra D.D. Destined Voyage Port America

WB=CeUDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. }
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. Port

(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. M. 12.2.34)

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 yes not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3 (Classification) Alterations & Damage

Now done:— Vessel placed in drydock, bottom, keel & rudder cleaned, examined & recoated, Rudder lifted, broken & refitted, dealt with as under, all holds, peaks, Tweendecks, bunker and machinery spaces cleared. (all holds & Tweendecks insulated.) and all insulation on tank tops has been renewed except in No 4 hold, where sections have been removed for examination & to expose structure. Limber removed throughout and steelwork generally exposed, including plating under sidelights. All oxidation removed from surface of inside of shell, frames, stringers, floors, bulkheads etc where found, the vessel was remarkably free from corrosion throughout. Steel work examined and except for repairs stated below, found in good condition and recoated. (There being no indication of wasting, it was not

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								as reported.
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>Good</u>	State if Tanks have been examined inside <u>yes</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>yes</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>
Beams & Fastenings <u>"</u>	Ceiling <u>insulated</u>
Outside Plating <u>"</u>	Cement on deck <u>"</u>
Breasthooks <u>"</u>	Rudder <u>"</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>
Frames <u>"</u>	Windlass <u>"</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>yes</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Keelsons <u>"</u>	
Stringers <u>"</u>	
Inner Bottom Plating <u>"</u>	
	Dblg. Plates under Sounding Pipes <u>yes</u>
	Engine Room Skylights <u>Good</u>
	Cool Bunkers, Open'gs, Lids, &c. <u>"</u>
	Scuppers <u>"</u>
	Cargo Hatchways <u>"</u>
	Hatches <u>"</u>
	Planking of Wood Vessels <u>"</u>
	Caulking ditto <u>"</u>
	Treenails ditto <u>"</u>
	Breasthooks & Stems ditto <u>"</u>
	Transoms, Pointers, & Crutches ditto <u>"</u>
	Timbers of Frame at openings ditto <u>"</u>
	Ditto Ditto at other places ditto <u>"</u>
	Stringers, Clamps & Shelves ditto <u>"</u>
	Salting ditto <u>"</u>
	(State if examined.)
	Copper, or Y.M. of Wood Vessels <u>"</u>
	(State if on Felt.)
	When put on, Month <u>1</u> Year <u>"</u>
	Boats <u>Good</u>
	Masts, Yards, &c. <u>"</u>
	Condition, how ascertained <u>examination</u>
	(State if wedges removed)
	Sails <u>"</u>
	Equipment letter <u>"</u>
	Anchors, No. of <u>35-18</u>
	Cables (State if now ranged) <u>yes</u>
	" length <u>330</u> size <u>3 1/8</u>
	" (on board) <u>330</u> size <u>3 1/4</u>
	" Rule length <u>330</u> size <u>3 1/4</u>
	Hawser & Warps <u>in order</u>
	Standing and Running Rigging <u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:

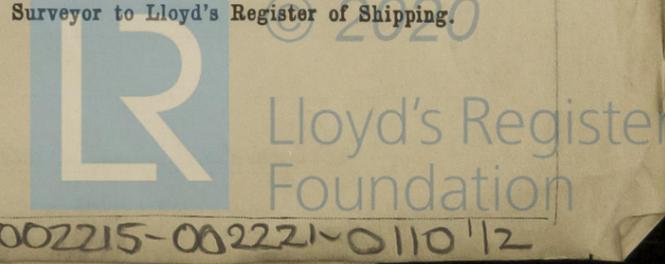
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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 ss No. 1-24 and ptND24, &c."

All the requirements of S.S. No 3 having been complied with, the vessel is now in good & efficient condition and in an opinion is worthy to be classed 100 F.I. with freeboard in the Society's Register Book with record of Survey 10.34 and notation S.S. Bel. No 3. 10.34

Survey Fee (per Section 20)	£	:	:	Fees applied for, 13/10/1934
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 52	10	0	Received by me, 16/11/1934
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute TUE. 10 OCT 1934

Character Assigned See minute on 7.8 Report



002215-002221-011012

3.

Repairs for damage stated to have been sustained through countering heavy weather on 14 Jan 34 whilst on a voyage Southampton Cherbourg, and on 15 Jan 34 whilst on voyage Cherbourg to Corunna and on 16 Jan 34 whilst on voyage Corunna to Vigo. & on 11-12-13 March 34 in leaving Cherbourg for Corunna, Damage also stated sustained due to dragging on 29 March 34 ^{on 29 March 34} awiley over the bottom between Montevideo & Buenos Ayres, and again return voyage B.A to Montevideo on 4 April 1934

No separation of damage is being made by the Underwriter Surveyor as regards the several voyages:-

Rivets started leaking in O.F. hulkers.	4890 nuts cut out & renewed
Cement boxes in O.F. tank F.8 (std) cut out.	in shell & walls.
Rivets in shell elsewhere started	1934 renewed. (mostly in garboard to keel seams)
Steering flat over A. peak leaking	183 nuts renewed
Three keel straps started	Electrically welded.
Water service pipes to stem gland leaking	rejointed
Gland tank, to rudder stock leaking & scupper from space broken	repaired & scupper renewed.
Composition in Cabins on B.C & D decks cracked.	renewed as necessary.
Stanchions on A.B.C & D decks connections loose.	repaired
Rudder lifted, puntle liner loose	new liner fitted & steering engine overhauled
O.F. felling lines, joints started.	refitted
Square ironwork on fore. deck broken	repaired
Angle chases 15" A" O.F. 15hks in M.S. started.	renewed
Aft end of 3 DB Tanks slightly buckled & stiffeners started	Plates fained in place & additional stiffening fitted
Cement broken in DB Tanks 1-2-3. B3+C	broken cement cut out & renewed.
Nº 4 B.S.+C. Nº 9 R.S.+C & Nº 10 & 11 DB Tanks	renewed.
Rivets from O.F. hulkers to swimming pool leaking.	Cutting out & nuts scattered, tiles renewed.

Tank tops in holds Nº 1-2-3 & 5 found seams & melting started
Insulation removed and tank tops repaired, insulation renewed.

Davit for accum ladder slightly bent. removed, fanned & refitted.

Floor of mess hall lounge started repaired.

15 broken wash basin slabs broken renewed.

All steel, wood, piping, cement fittings removed to effect the necessary repairs replaced, repaired, or renewed as necessary & all disturbed parts coated in completion to place the vessel in the same good & efficient condition as before the damages in question.

Considered necessary to drill the shell as normally required, but scantlings were taken throughout a large number of rivets being removed, all double bottom & peak tanks tested by water pressure also all oil fuel deep tanks, settling tanks, fresh water and overflow tanks. These spaces subsequently examined internally and found or placed in good condition, broken loose cement made good. There was no evidence of wastage in the tanks. Tank tops coated with bitumastic before relaying insulation, lumber coated where necessary. Decks drilled & gauged, Chain cables ranged & examined, Chain locker examined & cables replaced. Masts, spars, rigging & general equipment examined (Riggers report attached)

Hatches & fastenings examined in position, steering engine & connections (telemotor) blocks, rudder, quadrant, tiller, gear, windlass, pumps, valves, watertight doors, air & sounding pipes and ventilators examined and found or placed in good condition, doubling plates fitted under all sound pipes. New foreboard assigned, marked, verified & new certificate issued.

The old fore end of the vessel has been cut off and a new bow fitted giving an increase in length of ten feet. The motor engines have been removed and substituted by turbines and water tube boilers of the "Johnson" type. The alterations to the structure to meet these requirements and also the conversion of the after peak for oil fuel have been carried out in accordance with plans approved in London. First Entry report also forwarded.

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

ANCHORS.

Number of Certificate.	Anchors*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
									Fathoms.			

Iron Stream Chain or Steel Wire...

Repair W & D. Chain locker stiffeners part renewed, Rudder stock renewed, fanned & coned. Tiller renewed to take new stock. Additional stiffening fitted to steering gear flat. Anchor shackle (2/2) fractured & link of buffer length fitted, spare shackle and buffer length fitted. Windlass broken refitted. Rudder streamlined with wrought steel. A large number of minor repairs effected. Insulation on walls & overheading renewed as necessary (see following sheet).

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.