

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16.5.56 19... When handed in at Local Office 16.5.56 19... Port of ROUEN
 No. in Reg. Book 34476 Survey held at ROUEN Date, First Survey 6.10.55 Last Survey 20.3.1956
 on the Wood, Iron or Steel M.V. "ASTURIA" (No of Visits 47)

TONNAGE: — Built at Odense By whom Odense Staalskibs When 1938 YEAR MONTH 12
 GROSS 9999 Owners Sameiet Adour Owners' Address _____
 UNDER DECK _____ Managers K. Salvesen & Sonner (if not already recorded in Appendix to Register Book)
 NET 5875 Port belonging to Kragaro

Surveyed Afloat or in Dry Dock? Both Name of Dock Floating Dock Destined Voyage _____
 Cell/D/Bor/D/BA _____ 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. 112694 Port Five

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* I 00 AI 8.55	* I MC C.S. 12.53
S.S. Bkn. 12.53	D.B.S. 11.54
	T.S. C.L. 8.55

Carrying petroleum in bulk Oil Engine

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 painted on Ship and now verified } 7 ft 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR CONVERSION TO ORE CARRIER - SPECIAL SURVEY & LOAD LINE RENEWAL SURVEY HELD.

NOW DONE - CONVERSION to Ore Carrier having single deck, machinery aft, two longitudinal bulkheads and combined system of framing, the compartments adjacent to dry cargo tanks for ballast only.

Vessel placed in dry dock, bottom and rudder cleaned examined and coated. An examination in accordance with the Rules for Special Survey has also been carried out and no appreciable reduction in scantlings (other than in way of poop) to those shown on approved plans of midship section and profile and decks found.

The transverse bulkheads between longitudinal bulkheads at frames Nos. 45, 61, 77, 83, 98, 130, 135, 151, 167 have been cut away except at bottom and deck where retained to form bottom and trunk deck transverses. The watertight bulkhead at frame No. 114, has been retained separating the compartment

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt) _____
Caulking of Decks <u>"</u>	Ceiling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	When fitted, Month _____ Year _____
Coamings <u>"</u>	Cement or Asphalt <u>Good</u>	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained by exam. (State if wedges removed) _____
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>a +</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking _____	Anchors, No. of <u>3 B.I.S.</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking _____	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>-</u>	Treenails _____	" length <u>330</u> mean diamr. <u>2 1/8"</u> (on board.)
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson _____	" Rule length <u>300</u> Fths size <u>2 9/16</u>
Floors <u>"</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches _____	Chain Locker <u>Good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Good</u>	Timbers of Frame at openings _____	Hawsers & Warps <u>Good</u>
Stringers <u>"</u>		" " at other places _____	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves _____	Sails _____
Have the Tanks been examined internally? <u>Yes</u>		Sanding _____ (State if examined)	
Have the Tanks been tested? <u>Yes</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 classed in the Register Book without fresh record of Survey," "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 ss No. 1.38."

This vessel is in good condition and eligible in my opinion to be classed * I 00 AI Ore Carrier with fresh record of S.S. ROU 3.56 and Dry Docking date 3.56.

	Fees	
Survey Fee (per Section 23) <u>S.S.</u>	£ 202,000	Fees applied for, 18.5.1956
CONVERSION	400,000	
Special Damage or Repair Fee (if any) (per Section 23)	£ :	Received by me, 19
Travelling Expenses (if chargeable)	£ 30,000	
Second Surveyor's Fee (if any)	£ :	

K. Salvesen
 Surveyor to Lloyd's Register of Shipping

Committee's Minute FRIDAY 19 OCT 1956
 Character Assigned Amend class to I 00 AI Ore carrier 3.56 Rou. (with endorsement) ss Rou - 3.56

NOTED FOR POSTING



Lloyd's Register Foundation

002602-002610-0124/12

CLIP No. 1956

If so, in the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

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between longitudinal bulkheads into two cargo holds. The original pump rooms at frame No. 93 to 98 and frame No. 130 to 135 are non-existent. The side tanks No. 4 from frame No. 98 to II4 port and starboard now being utilised for this duty. The upper deck has been cut away between longitudinal bulkheads for access to cargo hold spaces and reinforcement fitted as follows:—

A rivetted doubling plate 863 m/m wide, 20 m/m thick fitted to upper deck stringer from frame No. 4I to frame No. 162.

A trunk 2.286 M high constructed on upper deck forming a box girder joining to fore-castle bridge and poop having two continuous longitudinal webs 15 m/m thick at 4.89 M & 8.09 M respectively from centre line with top plating 21.5 m/m thick having 7 cargo hatchways.

Mac Gregor Comorain steel covers have been made and fitted to top above hatchways on trunk top. A double bottom has been fitted (longitudinal framing system) in way of cargo holds utilising existing bottom structure with an additional intermediate floor fitted between the existing 3.2 M spaced transverse. The double bottom extending from

Frame No. 44 to frame No. 168 with watertight floors at fr. Nos. 44, 77, II4, 151, 168 separating inner bottom into 4 watertight compartments the inner bottom plating being 19 m/m thick. For drainage of cargo holds bilge suction are led to walls at forward

and after ends of both Holds port and starboard. The trunk top has been fitted with substantial guard rails at sides providing a strong permanent fore and aft gangway.

The ships bulwarks have been partly cut away and replaced with open rails to give adequate freeing capacity.

The original side tank hatchway coamings have been removed openings plated over and

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.	Where and when tested and Superintendent.	
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					
	M	m/m	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		
II29	55	65	118450	5380	5012						Mild Steel F.W. Stud Link	Messrs. Vaille - Le Havre	Le Havre 12,55 L.S. Sims.	
Iron Stream Chain or Steel Wire														

openings cut in upper deck inside trunk and trunk top for access to side tanks, midship pump room, Holds and trunk, adequate compensation being provided.

The construction and arrangements have been carried out in accordance with approved plans, Secretary's letters and Rules of the Society. The material and workmanship are good.

All tanks have been tested to Rule requirements and trunk hose tested.

NOW DONE SPECIAL SURVEY:— Vessel placed in dry dock bottom and rudder cleaned examined and coated.

Holds, tween decks, superstructures, peaks, bunkers, machinery spaces examined and steel work scaled and recoated where necessary. Close and spar ceiling and pipe casings removed as required for examination of structure in way.

All tanks, including fore and after peak and deep tanks examined internally and tested to Rule Requirements. Cables ranged, chain locker, anchors decks, casings, boats, masts rigging and general equipment examined. Hatchways, ventilators, all closing appliances, pumps, air and sounding pipes, windlass, steering gear (main and auxiliary) examined and found or made satisfactory. New Freeboards cut in and verified.

REPAIRS (WEAR & TEAR) Poop side plating port side part renewed.

Poop deck plating in way of steering gear compartment part renewed.

EQUIPMENT:— Owners supplied additional chain cable now verified on board particulars as per Rpt. 8

ENDORSEMENT:— Keel and bottom plating set up and shell, deck, casings etc. (fire damage) and indents in shell plating port and starboard forward and portside aft continue not affecting efficiency.

NOTATION ALTERATION:— * 100 AI Ore Carrier; 5 bulkheads Cell. D.B. 364 Ft. OF

Equip no 49618

Trunk .85 (L+H)

.85 (174+133) 7.5

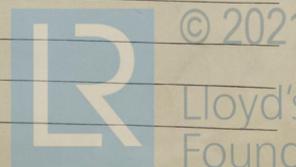
.85 x 307 x 7.5 = 1970

49618

57588 = L+

Note: additional CG was unnecessary see Ordsp to ship Report 3-3-56

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