

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22.3.51 When handed in at Local Office 22.3.51 Port of MARSEILLES.

No. in Reg. Book Survey held at MARSEILLES Date, First Survey 12.9.50 Last Survey 23.1.51 (No. of Visits 12)

on the ~~Wooden~~ Steel Screw Motor Vessel "ASTRO".

TONNAGE: Built at Hamburg By whom Deutsche Werft A.G. When 1921

GROSS 3522 Owners Fundador Cia. Naviera S.A. Owners' Address

UNDER DK. 2639 Managers --- Port belonging to Panama

NET 2000

Surveyed Afloat or in Dry Dock? Both Name of Dock N°6 DD Destined Voyage

Cell DBor DBa --- feet; uE & B. 63 feet; f 25 feet

total capacity 191 tons. FPT 65 tons; APT 14 tons; MT --- 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. --- Port ---

(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. H.20.9.50 -Classn.I0.I0.50,8.I2.50 SURVEY.

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 } Oil Engines ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey for Classification of Vessels not built under Survey, Condition and Repairs and Damage Repairs:-

NOW DONE:- (a) for Completion of Special Survey for Classification:-

Vessel placed in dry dock, keel, bottom plating & stern frame, cleaned and examined. Shell plating from 2nd strake below sheer drilled to Rule Requirements (drilling sheet herewith.) Rudder lifted and examined. Cargo tanks and cofferdam tested. Freeboard Renewal Survey carried out.(Rpt.CII(d)6.I.5I) and First Entry Report prepared and forwarded herewith.

(b) for Condition and Repairs:-

Decks, coamings, beams & fastenings, outside plating, frames, longitudinals, transverses, floors, keelsons, stringers, inner bottom plating, bulkheads, rudder, steering gear and its connections, 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 (part.) EW...	8	---	---	B.Hooks	---	---	---	Stem bar partly removed
Removed and Faird or Repaired	---	---	---	4	---	---	I	faird and replaced(EW)
Faird or Repaired in place	2	---	---	---	---	---	---	---

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
6-26.3. Caulking of Decks	Good	Good	Good	(State if on Felt.)
n, Drop	Good	Good	Good	When fitted, Month Year
0-22.4. Beams & Fastenings	Good	Good	Good	Boats Good
Outside Plating	Good	Good	Good	Masts, Yards, &c. ---
" " In way of sidelights	Good	Good	Good	Condition, how ascertained ---
castle 36	Good	Good	Good	(State if wedges removed.)
eeel con	Good	Good	Good	Equipment letter n
Longitudinals	Good	Good	Good	Anchors, No. of 3B IS
ansverses	Good	Good	Good	Cables (State if now ranged) Yes
doors	Good	Good	Good	" length 270 mean diamr. I 15/I6
elons	Good	Good	Good	(on board.)
ingers	Good	Good	Good	" Rule length 270 size I 15/I6
er Bottom Plating	Good	Good	Good	Chain Locker Good
ve the Tanks been examined internally?	Yes	Good	Good	Hawsers & Warps stated complete
ve the Tanks been tested?	Yes	Good	Good	Standing and Running Rigging Good
		Good	Good	Sails ---

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, so far as now seen, is in good condition and eligible, in my opinion, to be classed "100 AI, Carrying Petroleum in Bulk", and to have the notations of Lloyds A & CP and S.S.Msl.I-5I and the record of Docking Date II-50, subject to the cables in the Engine Room and Accommodation, which are not lead sheathed and fittings in the above spaces, which are not in accordance with the rules, being replaced in accordance with applicable requirements by the 31st December, 1951, also subject to steering gear spares being completed at the first opportunity and not later than the 30th June, 1951.

Compl.S.S. Frs.124.944.- Docking..... 8.768.- Fees applied for, 16.2.51. Received by me, 21.2.1951 Frs.142.112.- FRI. 22 JUN 1951

Committee's Minute THURS 9 AUG 1951

Inspector Assigned

Is Certificate re-issued if so, to be sent to

002682-002689-0034

Lloyd's Register Foundation

(b) for Condition:- (Contd.)

Windlass, pumps and sluice valves, watertight doors, ventilators and their coamings, air and sounding pipes, E.R. skylights, oil bunkers, scuppers, cargo hatchways and hatches examined.

S.R.L.- Plates C4 (p & s) A6 & 7 & F6 (s.s.) specially examined and no appreciable indentation found, it is submitted that these items be deleted.

Repairs (wear and tear) Plates AI(p & s) thin, renewed. Plates CI (p&s) thin, doubling fitted, approximately 2000 corroded rivets renewed (p & s).

(c) for Damage stated to have been sustained through collision with the steamer "EVANTHIA", off Lavandon whilst under charge of Tug "S.T.715" during passage Piraeus-Marseilles.

FOUND (I) Stem bar bent to port lower lower part of sheer strake to top of stem and plating and breast hooks in way badly buckled.

(2) Windlass crank shaft stbd bearing keep broken, intermediate shaft bent and three gear teeth broken in both reduction gears.

REPAIRS now effected:- (I) Stem bar cropped up, faired and replaced (E.W.).

Forecastle bulwark and side plating and N°I plate in sheer strake partly renewed, 1st below sheer faired in place. Satisfactory test on completion.

(2) New bearing keep supplied and fitted, intermediate shaft straightened up by forging and refitted; damaged gear wheel teeth repaired, windlass completely overhauled and satisfactorily tested.

It is stated that 8 lengths 10 fms of cable and one bower anchor (starboard side) have been lost on account of the damage.

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

ANCHORS.

Number of Certificate.	Anchor.	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.	lbs.			
56983 (duplic)	1st Bower														Hall latest type cast steel head	Hingley Cradley Heath	21-12-43 W.V.Norman
	2nd "	45	2	18	stock.			39	12	3	7						
	3rd "																
	Collected Weight	129	8	39								128					
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
	135	I	67	94			I		Stud	previously used	Cradley Heath 26-3-45 W.V.Norman.
28872 to 28880	I/6	I5/I6	I/2	I/2	251.2.	255.3.	I35	I5/I6	link		
					I8						
Iron Stream Chain or Steel Wire }											

The lost anchor and cable lengths have now been replaced as shown here above and the following anchor and cables certificates respecting the lost equipment are forwarded herewith for cancellation:-

Anchor 2nd B: Cert.N°5985I dated Cradley Heath 30th April,1945.

Cables I5 I/3 fms. Cert. N°. 686I7, dated Cradley Heath 14th July,1944 (Duplicate)

I5 I/3 fms. Cert. N°. 69906 -D°- 27th June,1945 (Duplicate)

30 fms. Cert. N°. 4559I dated Cardiff 2nd April,1947,

60 fms. Cert. N°. 44258 -D°- 10th April,1947,

I5 fms. Cert. N°. 45489 -D°- 31st January,1947.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.



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