

of Surveyors \_\_\_\_\_

Received from Chief Surveyors \_\_\_\_\_

NAME Stl. Tw. Sc. "ASTORIA" Report Mel. No. 5104**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

Survey Pitting in tank When due \_\_\_\_\_

When this vessel was under survey at Melbourne in August last the Surveyors reported that in Nos. 1 & 2 tanks a number of the rivets were slack and working in the intercostals and angle connections of the tanks, and that the heads of these rivets were practically eaten away by pitting. These rivets were renewed. The extent of the pitting in No.1 tank was much less than in No.2.

With regard to No.2 tank it was reported that the pitting was affecting the shell plating.

The Surveyors recommended the ballast tanks to be examined internally on the vessel's arrival at a home port, or within 12 months from the date of their survey.

The Owners were informed of this recommendation, and they now state that the vessel is running on time charter for a long period, and that it will mean inconvenience and loss if she is taken off for survey. In view of this they request that the examination might be postponed until the vessel is due for her S.S.No.2 (April, 1934).

With regard to the Surveyors' recommendation, it may be stated that the Society's Rules do not require double bottom tanks carrying oil fuel to be opened up for examination until the S.S.No.2 becomes due.

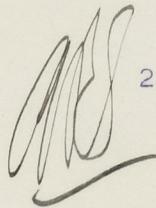
In this case the S.S.No.2 becomes due in April, 1934, and 12 months from the time of the survey in Melbourne is August 1933, an interval of only eight months.

( 2 )

From the report it would appear that the pitting of the shell plating is not of any great moment, and that all the defective rivets have been dealt with.

In view of this, and of the Owners' request, it is a matter for consideration whether the examination of these tanks might not be postponed until the S.S.No.2 is held.

A separate endorsement is attached hereto dealing with the question raised by the Owners as to the cause of the pitting.



2.11.32



© 2020

Lloyd's Register  
Foundation

091 2/2