

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th Aug 1932. When handed in at Local Office 19...Port of **MELBOURNE**No. in
Reg. Book.Survey held at *Harraville & Melbourne* Date, First Survey *5th Aug*Last Survey *13th Aug. 1932*

57592

TONNAGE

GROSS *4454*UNDER DECK *4277*NET *2694*Built at *Nal's Kov.*By whom *AKT. Nal's Kov. F.K.*When *1920 - 4*Owners *A/S D/S Orient*

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to *Copenhagen*Surveyed Afloat or in Dry Dock? *Both*Name of Dock *Duke's dry dock*Destined Voyage *Hauru*

Cell DBor DBa

feet; uE&B

feet; f

feet

Capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

V.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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. *2472* Port *N.S.W.*

ical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the recent of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed his services for this purpose and to whom and why they were declined *Copies attached.*

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

RS, OR EXAMINATION AS PER RULE, FOR

Damage — stated to have been caused by stress of weather on the voyage from Port Chambers N.Z. to Ocean Isl^d, in ballast, 22/12/31 to 24/12/31 & again the voyage from Geraldton W.A. to Hauru, in ballast, 26/6/32 to 4/7/32.

mage (A), stated to be due to "sea-thrashing" or "slamming" *on the above dates* as slack & leaky rivets & us, etc., at the forward end of Nos 1 & 2 d.b. tanks. Damage B:— Rivets slack

working in the port & starb^d engine seatings — stated to be due to engines racing, between the two latter dates. Damage "C":— Small damage to shell plating by

king the dock entrance when dry docking on 7th inst

mage (A):— An examination made of the Vessel, as far as possible afloat at Harraville inst, whilst discharging. No 1 d.b. tank was full at the time & as it was known to be

ing, it was recommended that it be left full, in order to ascertain the extent of the leakage

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
ed								
ed and Faird or Repaired								
or Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside	State if Tanks now tested	Bulb. Plates under Sounding Pipes	Engine Room Skylights	Copper, or Y.M. of Wood Vessels
Good	<i>Nos 1 & 2</i>	<i>Yes</i>	<i>Yes</i>	<i>Good</i>	(State if on Felt)
Good	State if Tanks now tested	<i>Good</i>	Coal Bunkers, Open'gs, Lids, &c.	<i>Good</i>	When put on, Month Year
Good	Bulkheads	<i>Good</i>	Scuppers	<i>Good</i>	Boats
Good	Ceiling	<i>Good</i>	Cargo Hatchways	<i>Good</i>	Masts, Yards, &c.
Good	Cement or Asphalt (State which.)	<i>Good</i>	Hatches	<i>Good</i>	Condition, how ascertained
Good	Rudder	<i>Good</i>	Planking of Wood Vessels	<i>Good</i>	(State if wedges removed)
Good	Steering gear and its connections	<i>Good</i>	Caulking	<i>Good</i>	Sails
Good	Windlass	<i>Good</i>	Treenails	<i>Good</i>	Equipment letter
Good	Have Pumps now been examined and found efficient?	<i>Good</i>	Breasthooks & Stemson	<i>Good</i>	Anchor, No. of
Good	Have Sluice Valves now been examined and found efficient?	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>	Cables (State if rope ranged)
Good	Have Watertight Doors now been examined and found efficient?	<i>Good</i>	Timbers of Frame at openings	<i>Good</i>	length, stated complete
Good	Have Ventilators and their Coamings been examined	<i>Good</i>	Ditto ditto at other places	<i>Good</i>	Rule length size
Good	and found efficient?	<i>Good</i>	Stringers, Clamps & Shells	<i>Good</i>	Hawser & Warps
Good		<i>Good</i>	Salting (State if examined.)	<i>Good</i>	Standing and Running Rigging

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

te 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 ay, 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 24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptn24, &c."

ms Vessel, as far as seen, is now in good & efficient condition — eligible to remain as classed with fresh record of survey 11el 8,32. Subject to examination of double bottom ballast tanks at Vessel's Home Port or within 12 months.

Survey Fee (per Section 20)	<i>A 26 : 5 : 0</i>	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	<i>B 10 : 10 : 0</i>	19.
Travelling Expenses (if chargeable)	<i>C 3 : 3 : 0</i>	Received by me.
Sunday & Late attendances	<i>D 3 : 15 : 0</i>	19.
Second Surveyor's Fee (if any)	<i>E 5 : 5 : 0</i>	

Committee's Minute

FRI. 7 OCT 1932

Character Assigned

1000's With fh. Subed
large balls not fitted

FRI. 11 AUG 1932

Surveyor to Lloyd's Register of Shipping.

FRI. 14 NOV 1932

TUE. 29 NOV 1932

Lloyd's Register
Foundation

003824-003831-0095 1/2

In Certificate required? If so, to be sent to

in dry dock. An internal examination made of No 2 d.b. tank - the leakage, if any, was slight, as the tank did not appear to be making water, but a number of internal rivets were found slack in the intercostal angles & brackets & 6 rivets had been replaced by bolts in the centre keelson top angle also 4 through tank top. As there was a considerable amount of gas fumes from the oil fuel residue in this tank, it was recommended that it be steamed out in readiness for repair in dry dock.

Dry Docking:- The Vessel was placed in dry dock on 7th inst., when an examination was made of the bottom & rudder etc. Leakage was found at the forward end of No 1 d.b. tank, a considerable number of shell rivets being slack in keel plate also A & B strakes port & starboard for the first 10 frame spaces from collision bulkhead, about a dozen rivets at the forefoot had been replaced by bolts (by the ship's crew when at Ocean Island, Jan 1932). Internal examination of No 1 d.b. tank revealed a number of rivets slack & working in floors, intercostals intermediate floors & brackets at the forward end of the tank.

Internal examination made of Uo2 d.b. tank, p r s. In addition to the slack rivets found in intercostals etc., a number of defective shell rivets were found in intercostal lugs & frame angles between intercostals & centre keelson. These shell rivets had the heads practically eaten off by "pitting" & the frame & intercostal angles were working over them. Although they appeared tight in the shell several, when given a light tap with a hammer, dropped into the dock. On account of this "pitting" in Uo2 tank, which is affecting

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 at Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.

[illegible]

The shell plating, in addition to the rivet-heads, a critical examination was made of Nos 1 & 2 d.b. tanks. The parts most affected being found in No 2 tank port & starboard at the intercostals & between the intercostals & centre keelson. All rivets in this vicinity were hammer tested, after removal of scale formed by pitting, & any which appeared inefficient were marked for renewal. Four angle lugs to shell from intercostal at the after end of No 2 tank, port side, marked for renewal, on account of rivet holes in same being eaten away by pitting to a diameter too large for the rivets.

Port of MELBOURNE

Continuation of Report No. 5104 dated 15th Aug. 1932 on the

"Damage A" cont.

- m/s "ASTORIA" -

Repairs, as recommended, have now been carried out:-

All slack & leaky rivets at forward end of No 1 d.b. tank now renewed.
Approx 850 shell rivets & approx 230 internal rivets. 34 rivet holes which were much enlarged at the counter-sinks were built up with E.W. before reaming & re-counter-sinking the holes for riveting.

about 24 ft of shell plate landings were built up with E.W. where pitted too deeply for caulking & about 70 ft of shell landings caulked.

In Uo2 tanks - Approx 125 rivets were renewed internally (in addition to 6 through centre keelson & 4 through tank top). Approx 235 shell rivets renewed in frames & intercostal lugs & 4 lugs renewed - due to internal pitting in this tank.

On completion of repairs Nos 1-52 tanks were tested with a head of water + ~~found~~ ^{made} tight.

On account of this internal "pitting" of shell in way of d.b. tanks, used intermittently with fuel oil & sea water, & the pitting being still active, especially in way of No 2 tank, it is recommended that the ballast tanks of the Vessel be examined on arrival at a Home Port or within 12 months (The Master expects the Vessel to return to the Continent early next year.)

Damage "B.":- The riveting of the top angles of port & starb^d engine seatings found slack & working, both in longitudinal girders & thwart-ship brackets - about the middle of both engine beds.

As recommended & now done :- Rivets removed, where practicable, holesreamered & new rivets fitted. i.e. 96 in the double angles attaching base plate to thwartship brackets, 60 rivets removed in these double angles where attached to the brackets. The fore & aft angles, forming the top member of longitudinal guides under engine beds, electrically welded at their bottom edges, & ~~four~~ ^{three} of the eight rivets in each space replaced by fitted bolts - all as shown on the attached sketch.

Damage 'C' :- Shell plating indented about $1\frac{1}{4}$ " from normal in one frame space of "F" strake, UO4 plate from ~~stem~~ stem, starbd side, rivets & caulking in vicinity not disturbed.

As recommended & now done :- This indent in shell plating failed in place & an inside doubling approx 2ft square fitted between the frames & efficiently riveted to shell plating.

When in dry dock, the bottom & rudder, now in good condition, was cleaned & recoated. Examination made of decks, hatches, coamings, covers & supports, ventilators, casings, windlass, steering gear & general equipment. The vessel also examined & measured for International Load Line requirements & RPI-C. II. Forwarded herewith.

(No 5103)