

Motorship "ASTORIA"

ACT OF LOG.

Day 22nd Dec. 1931 - Left Port Chalmers, N.Z. for Ocean
and in ballast - Draught F.7' 3" - A.14' 01"

Wednesday 23rd Dec. 1931 - 0 p.m. - 4 p.m. Course true N.5 E.
N.W.6, Sea 6. Ship pitching to some extent in a very
used sea. Ran the forepeak tank full.
m. - 8 p.m. Course true N.5 E. Wind W.N.W. - Sea 8.
Reduced engines revolutions with 20 rev. Ship pitching heavily
and on, although the speed was reduced so that she barely
steer-way and off and on fell off her course in the trough.
m. to 12 p.m. Course true N.60. Wind W.9 Sea 8. Ship
rolling very heavily.

Thursday 24th December, 1931. 0a.m. - 2 a.m. Course true N.60.W.
m. - 4 a.m. Course true N.65W. Wind W.8 Sea 8.
her reduced engines rev. 64 (total 22) rev.
laboured heavily in the sea and pitched very hard off & on.
m. - 8 a.m. Course true N.65S.W. Wind W.S.W. 8. Sea 9.
labouring heavily in the sea. At daylight, was observed
oil spots on thesea apparently coming from the fore end of
. It was surmised that the No.1 ballast tank had sprung a
. No.1 tank was sounded but did not show any difference from
previous day. No.2 tank was pumped dry and the oil from No.1
shifted to No.2 starbd. tank. No.1 tank was then run full
ater - 7 a.m. Reduced engines rev. further by 5 revs.
m. - 9 a.m. Course true N.65 W. 9 a.m. - 12 a.m. Course true
W. Wind W.S.W. Sea 7. 8.15 a.m. Reduced engines Rev.
her by 5 rev. Ship laboured heavily in the sea.
m. Increased engines rev. by 5 rev.
m. - 4 p.m. Course true N.30.W. Wind W.S.W. 5. Sea 5.
swell. Ship rolling in a heavy sea and swell.
p.m. Full speed.

Friday 28th December, 1931. Emptied No.1 tank and inspected same
rivets in port side of bottom was found to be leaking badly.
of these rivets were taken out and wooden plugs rammed into
holes.

Friday 2nd January, 1932. Arrived at Ocean Island.
Required repairs to leakage mentioned under 28/12/31.
Total of 11 rivets were taken out of ship's bottom port No.1
and packed bolts with nuts & washers and counter nuts
substituted in their place with a block of cement 10" thick.

Friday 3rd January 1932. The above mentioned repairs inspected
Captain Norregaards, Chief Officer K.Jensen & Chief Engineer
Absen. The tank was found to be tight.

Friday 7th January, 1932. Left Ocean Island for New Zealand,
Draught, F.24' 6" A.25' 6"

Friday 15th January 1932. During the voyage No.1 tank has been
sounded and soundings (3") have been the same.



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