

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31/7 14 When handed in at Local Office 21/8 14 Port of Christiania
 No. in Reg. Book. 174 Survey held at Christianssand Date, First Survey 9/7 Last Survey 9/8 1914
 on the Wood, Iron or Steel Bk. "ALASTOR" Master S. Pedersen

TONNAGE: 860 Built at Sunderland By whom Mounsey & Foster When 1875 MONTH 10
 GROSS 791 Owners Barkskibet Alastors Rederi, Ltd. (S.O. Stray) Port belonging to Christianssand
 UNDER DECK 791 Owners' Address Christianssand
 NET 791 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? both Name of Dock Chr. sands dry dock Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 933 3437 Port Christiania Harv

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.
 * 100 AI
 5, II
 ssXia. 2nd No. 3-2, 01
 ssXia. No. 2-09

Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 7 ins.

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 why they were declined? ✓ Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Third Special Survey No. 3.

Vessel placed in dry dock bottom cleaned, stages made and the shell plating, rivets, stem and stern post, keel and rudder carefully examined. Holds and peaks cleared and the whole of the close ceiling lifted and the floors, frames, stringers, cement etc. examined.

All oxidation removed and the vessel carefully examined throughout. Shell plating drilled as per accompanying list.

All mast and bowsprit wedges have been removed and the masts, bowsprit, spars, yards, and rigging examined.

Chain cable ranged and examined.

Standing rigging has been lifted and examined. The service and parcelling have been

| PRIMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | DK. Plates. | Other Items:— |
|--|-----------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Removed and Fair'd or Repaired ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Fair'd or Repaired in place ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| PRESENT CONDITION OF THE | Stringers | grad | | | | | | |
| Inner Bottom Plating | grad | | | | | | | |
| State if Tanks have been examined inside | ✓ | | | | | | | |
| State if Tanks now tested | ✓ | | | | | | | |
| Bulkheads | grad | | | | | | | |
| Ceiling | grad | | | | | | | |
| Cement (State which.) | grad | | | | | | | |
| Rudder | grad | | | | | | | |
| Steering gear and its connections | grad | | | | | | | |
| Windlass | grad | | | | | | | |
| Have Pumps now been examined and found efficient? | yes | | | | | | | |
| Have Sluice Valves now been examined and found efficient? | ✓ | | | | | | | |
| Have Watertight Doors now been examined and found efficient? | ✓ | | | | | | | |
| Double Plates under Sounding Pipes | grad | | | | | | | |
| Engine Room Skylights | grad | | | | | | | |
| Coal Bunkers, Open'gs, Lids, &c. | grad | | | | | | | |
| Scuppers | grad | | | | | | | |
| Cargo Hatchways | grad | | | | | | | |
| Hatches | grad | | | | | | | |
| Planking of Wood Vessels | grad | | | | | | | |
| Caulking | grad | | | | | | | |
| Treenails | grad | | | | | | | |
| Breasthooks & Stomson | grad | | | | | | | |
| Transoms, Pointers, & Crutches ditto | grad | | | | | | | |
| Timbers of Frame at openings ditto | grad | | | | | | | |
| Ditto ditto at other places ditto | grad | | | | | | | |
| Stringers, Clamps & Shells ditto | grad | | | | | | | |
| Salting (State if examined.) | grad | | | | | | | |
| Copper, or Y.M. of Wood Vessels (State if on Felt.) | grad | | | | | | | |
| When put on, Month <u>✓</u> Year <u>✓</u> | | | | | | | | |
| Boats | grad | | | | | | | |
| Masts, Yards, &c. | grad | | | | | | | |
| Condition, how ascertained (State if wedges removed) | yes | | | | | | | |
| Sails | grad | | | | | | | |
| Equipment letter | 0 | | | | | | | |
| Anchors, No. of <u>3 B 15.1 K</u> | | | | | | | | |
| Cables (State if now ranged) | yes | | | | | | | |
| length <u>270 ft</u> size <u>1 1/2"</u> | | | | | | | | |
| Rule length <u>270 ft</u> size <u>1 1/2"</u> | | | | | | | | |
| Hawser & Warps | grad | | | | | | | |
| Standing & Running Rigging | grad | | | | | | | |

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, I, II," or "to remain as classed and to have record of survey, I, II, and the notations of ss No. 1-II and ptnd II, &c."

The vessel is in my opinion eligible to remain as now classed in the Register Book with fresh record of survey 8, 14 and notation of ss Xia 3rd. No. 3-3, 14.

Fees (per Section 28) Kr. 207.

Damage or Repair Fee (if any) £

Living Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

20/8 1914

Received by me,

19

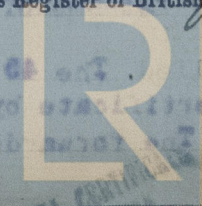
Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute ✓

Character Assigned Good

FRI. AUG. 28. 1914

99.3-11.3.8.14 + RDB. 8.14
Wm. J. (son) Powell DB



Lloyd's Register Foundation

stripped off the nips, bends and splices.

Windlass, anchors, steering gear, pump and general equipment examined.

Hatch coamings examined and the hatches examined in position.

Repairs effected:

Rudder lifted and the gudgeons have been rebushed.

Two shell plates in way of stern on starboard and one on port side, one in way of collision bulk head starboard side in 2nd and one each side in 3rd strake below main sheer have been renewed and one stem plate each side in 3rd strake below main sheer and one plate each side in way of rudder trunk have been made good by doubling plates. Three coll.b.head plates have been renewed, a 10 feet long stem shoe has been fitted at lower part of stem and the rudder trunk has been made good by a doubling plate. Freeing port flaps have been partly renewed and repaired.

Two frames port side forward have been renewed in way of tween deck. One reversed frame at after end of fore castle has been renewed through tween deck, 7 reversed frames have been repaired by rider pieces. A number of frame rivets renewed and bottom cement repaired at places.

Close ceiling has been renewed.

Lower hold beams in way of after hatch have been repaired by face plates, one lower hold beam in way of pump casing has been repaired by two new topangles and pillars in way of No.2 hatch have been repaired and fitted.

Main deck has been renewed in way of fore hatch, at center between hatches and on each side of deck house aft. Coamings in way of deck houses partly renewed and repaired and the deck on top of after deck house repaired by graving pieces.

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 TABLE 30 or 31. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------------------------------------|-------|------|------------------------|---------|---|
| | | Owts. | qrs. | lbs. | Owts. | qrs. | lbs. | Tons. | Owts. | qrs. | lbs. | Owts. | 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.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and size per Table 30 or 31. | | Description. | Makers of Cables. | When and where tested and Superintendent. |
|-----------------------------------|---------------------------|--------|-----------------------|-----------|------------------------|---------------------|-------------------------------------|--------|--------------|-------------------|---|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Table 30 or 31. | Length. | Diam. | | | |
| | Fathoms. | Inch. | Tons. | Tons. | Owts. qrs. lbs. | Owts. qrs. lbs. | Fathoms. | Inch. | | | |
| | 45 | 1 1/16 | 43.9 | 61.4 | 55-3-8 | 56-0-0 | 45 | 1 1/16 | Push Link | S. Taylor & Son | Glasgow 14th Oct 1895 |
| 2025 | 45 | 1 1/16 | 43.9 | 61.4 | 55-3-8 | 56-0-0 | 45 | 1 1/16 | | | Edinburgh |
| Iron Steam Chain or Steel Wire... | | | | | | | | | | | |

Main mast has been doubled in way of wedging and after end of bowsprit repaired by a doubling plate. Flying boom, fore-topgallant mast, fore upper topsail yard and topgallant yard, main topgallant mast and mizen topmast have been renewed. Fore yard swivel bolt has been renewed and the trusses overhauled. Lower topsail yard- and main yard-truss repaired.

Fore topgallant stay renewed. Steering gear has been overhauled and repaired. 45 fathoms of chain cable have been renewed and a 90 fathoms 3 1/2" steel wire hawser supplied. The 45 fms. of chain cable now supplied has been examined and verified with test certificate by Mr. C. Bergsland see report attached to report No. 1388a. The forwarded plan of midship section is returned herewith.

H.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.

If Section, etc. Mechanical Tests, are requested NOT TO WRITE ACROSS THIS MARGIN.