

REC'D NEW YORK

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No. 3769

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Oct. 9, 1942 When handed in at Local Office 19 Port of Boston, Massachusetts

No. in Reg. Book Survey held at Boston Date, First Survey Sept. 10, Last Survey October 7, 1942  
(No. of Visits 20)

on the ~~Wood~~ Steel Twin M. T. "Astrell"

TONNAGE: GROSS 7595 UNDER DK. 7017 NET 4500  
Built at Dundee By whom Caledon S.B. & E. CO. LD. When 1925 YEAR MONTH 8  
Owners Skibs. A/S Preba Owners' Address (if not already recorded in Appendix to Register Book).  
Managers Prebensen & Blakstad, Mgrs. Port belonging to Risor

Surveyed ~~in~~ in Dry Dock? Yes Name of Dock Bethlehem Steel Co Destined Voyage Simpson Yard

Cell DBorDBa feet; u.E&B feet; feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 65464 Port gls

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100A1 8,41</u>	<u>LMC CS 4,38</u>
<u>SS Bkn.No.3-3,37</u>	<u>3,39</u>
<u>SS N.Yk.No. 1-41</u>	<u>Tailshaft seen 8,41 Cl.</u>
	<u>DBS (p.s.) 8,41</u>

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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 Copy attached.

Carrying molasses or fet. in hull  
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE STATED TO HAVE BEEN caused through vessel grounding in the River Clyde on January 27, 1942 while outward bound in ballast. For further particulars please see vessel's log books and copy of special damage report attached.

### NOW DONE:

Vessel placed in dry dock, bottom and rudder cleaned, examined and coated.

### DAMAGE REPAIRS:

- KEEL STRAKE: NO. 1 plate renewed. (1)
- Nos. 3, 4, 6 and 11 removed, faired and replaced. (4)
- Nos. 5, 7, 8, 9, 10, 12, 13, 15 and 16 plates faired in place. (9)

### STARBOARD SIDE:

- STRAKE A: Nos. 10, 11 and 13 plates renewed. (3)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	St. Plates.	Other Items:—	(OVER)
Renewed	16								
Removed and Faired or Repaired	14								
Faired or Repaired in place	36								

### PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Fell.) <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>Year</u>
Coamings <u>"</u>	Cement <u>XXXX</u>	Oil Bunkers <u>"</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>From deck</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Frames <u>"</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Equipment letter <u>ct</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>3</u> <u>1815</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if now reeved) <u>all ok</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>✓</u>	" length <u>Reported complete</u>
Floors <u>"</u>	Air and Sounding Pipes <u>Yes</u>	Transoms, Pointers & Crutches <u>✓</u>	(on board)
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	" Rule length <u>size</u>
Stringers <u>"</u>		" " at other places <u>✓</u>	Chain Locker <u>✓</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>✓</u>	Hawsers & Warps <u>Sufficient</u>
Have the Tanks been examined internally? <u>Yes</u>		Salting (State if examined.) <u>✓</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been tested? <u>Yes</u>			Sails <u>✓</u>

### 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."

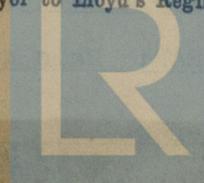
This vessel is in good and efficient condition and in the opinion of the undersigned eligible to be retained as now Classed in the Register Book, with fresh record of docking survey, Boston, 10,42, g. g. g.

Survey Fee (per Section 20)	£	:	Fees applied for, <u>9-10 1942</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£	\$ 750.00	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£	10.00	
Second Surveyor's (if any)	£	:	

P. H. Davis  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 21 1942

Character Assigned 100A1 subject H+M  
D. B. P. 10, 42



Lloyd's Register Foundation

UK45-0096(12)

Is Certificate required? If so, to be sent to

Strake A, Nos. 4, 6 and 14 plates removed, faired and replaced. (3)  
 Nos. 5, 7, 8, 9, 15, 16 and 18 plates faired in place (7)  
 Strake B, Nos. 4, 9 and 12 plates renewed. (3)  
 No. 5 plate removed, faired and refitted. (1)  
 Nos. 3, 6, 7, 8, 11, 13, 14, 16 and 17 released, faired in place and re-riveted. (9)  
 Strake C, Nos. 3, 4, 8, 9 and 12 plates renewed. (5)  
 No. 14 plate removed, faired and refitted. (1)  
 No. 5, 6, 7, 11 and 13 plates released, faired in place and reriveted. (5)  
 Strake D, Nos. 4, 8, 10 and 12 plates renewed. (4)  
 Nos. 3, 5, 7, 9 and 11 removed, faired and refitted. (5)  
 Nos. 2, 6 and 13 plates released, faired in place and reriveted. (3)  
 Starboard bilge keel, 10 ft. of bilge keel removed, faired, reriveted and butts welded.  
 Three butts re-welded.  
 Forty bilge keel rivets cut out and renewed.

PORT SIDE:

Plate F-5 released, faired in place and reriveted. (1)  
 Plate G-4 released, faired in place and reriveted. (1)  
 Plate H-5 released, faired in place and reriveted. (1)  
 35 rivets in bilge keel cut out and renewed.  
 30 rivets in way of after deep fuel tanks caulked and made tight.  
 200 scattered shell rivets in way of cargo tanks renewed.

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 and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Steam .....															
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

INTERNAL DAMAGE REPAIRS:

16 transverse floors with connecting angles partly renewed.  
 15 longitudinal frames partly renewed.  
 6 frames faired in place.  
 All main cargo tanks, cofferdams, peak tanks, forward deep tank, Double bottom tanks in engine room space, all oil fuel tanks and pump rooms tested.

REPAIRS, WEAR AND TEAR:

STEERING GEAR: Main quadrant drive pinion, worm wheel rim, worm, crankshaft and bearings renewed.

(CONTINUED)

TWIN M. T. "ASTRELL"

Shell plate Starboard F-4 from aft fractured for a length of 6" in way of engine room, now fitted with doubling plate 24" square, as a permanent repair.  
 Angles connecting centerline and transverse bulkheads renewed for 12 ft. from deck in bulkheads between Tanks 1 and 2, 6 and 7, and 7 and 8 and 48 flanged corner brackets in way renewed.  
 Cargo heating coils renewed in Main Cargo tanks, Starboard Nos. 2 and 6.  
 ON JULY 16, 1942 AT FREETOWN, W. AFRICA, the port chain cable was disconnected at the 45 fathom shackle due to anchor being fouled, and the spare bower anchor was connected up in place.

The Master states the cable and anchor have since been recovered and are now stowed on shore at Freetown and will be replaced on board at the first opportunity.  
 SRL 31 - Permanent repairs to bottom plating and structure in way first opp.  
 Ex. No. 2 plate in 2nd strake below sheer (p.s.) by 1,43. Ex. fwd. frame of port engine by 5,43 (12 mos. limit)

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped 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.