

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

WHARF SECTION

Date of writing Report 8/8/39 When handed in at Local Office 8/8/39 Port of Southampton.

No. in Survey held at Southampton. Date, First Survey 30/10/38 Last Survey 29/4/1939  
eg. Book.

90/101 on the Wood, Iron or Steel Turn. Se. Sch. "ALASTOR" (27 Yrs).

TONNAGE: Built at Southampton. By whom Camper &amp; Nicholsons Ltd. When 1926-7.

GROSS 345.4 Owners Sir John. C. E. Shelly Btts. Port. Owners' Address As recorded.  
UNDER DE 340 (if not already recorded in Appendix to Register Book).

NET 182.6 Managers Port belonging to Portsmouth.

Surveyed Afloat or in Dry Dock? Slipway Afloat. Name of Dock Whites S. Y.B. &amp; Co. Ltd. Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 17089. Port Sou.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER. Machinery and Boiler Surveys (including date of N.B., if any).

\* 100A1 G, 38 \* LMC G 35

55,500 N° 2-35 \* LMC (m) 4, 37

A.S. 500. 6, 38 54, 37 CL.

Oil Eng

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

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY N° 3.

Now done:—Vessel placed on slipway, keel bottom + rudder cleaned, (chipped to bare steel) examined,

found or now placed in satisfactory condition + recoated. Topsides (plating in way of sidelights examined,

not considered necessary to drill same) decks, casings, coamings, skylights + companions, masts, rigging,

ventilators + their coamings, anchors + cables (ranged) steering gear + its connections, windlass, pumps,

boats + general equipment examined + all found or now made good. Interior of vessel cleared for

survey as called for. Ballast, cement, ceiling, linings, panelling + portable tanks removed as requested

+ steelwork in peaks, stores, crew's + officer's quarters, chain locker, coffee duns, machinery spaces +

throughout accommodation cleaned, oxidation removed, examined, found or now placed in

satisfactory condition + recoated as necessary. O.F. + F.W. tanks examined internally, found

good + thereafter tested as per Rule with satisfactory results. Caulking of decks tested + found good.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... .. P.T.O.

Removed and Fair or Repaired ... ..

Fair or Repaired in place ... ..

PRESENT CONDITION OF THE

Decks Good. Bulkheads Good. Engine Room Skylights Good. Copper, or Y.M. (State if on Felt.)

Caulking of Decks Do. Ceiling Do. Coal Bunkers, Openings, Covers, &amp;c. When fitted, Month Year

Coamings Do. Cement or Asphalt Do. Oil Bunkers Good. Boats Good.

Rams &amp; Fastenings Do. Rudder Do. Scuppers Do. Masts, Yards, &amp;c. Do.

Topsides Plating Do. Steering gear and its connections Do. Cargo Hatchways Examination (State if wedges removed) (Tabernacles)

Plating in way of sidelights Do. Windlass Do. Hatches Good. Equipment letter

Frames Do. Have pumps been examined and found efficient? YES. Planing 3. ✓

Reverse Frames Do. Have Sluice Valves been examined and found efficient? YES. Caulking 3. ✓

Longitudinals Do. Have Watertight Doors been examined and found efficient? YES. Treennails 3. ✓

Transverses Do. Have Ventilators and their Coamings been examined and found efficient? YES. Breasthooks &amp; Stemson 3. ✓

Doors Do. Air and Sounding Pipes Good. Transoms, Pointers &amp; Crutches 3. ✓

Belsons Do. Doubling Plates under Sounding Pipes Do. Timbers of Frame at openings 3. ✓

Stringers Do. Salting (State if examined.) 3. ✓

Inner Bottom Plating 3. ✓

Have the Tanks been examined internally? YES. 3. ✓

Have the Tanks been tested? YES. 3. ✓

General Observations, Opinion as to Class, Recommendation, &amp;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 No. 1-38."

This vessel is in good and efficient condition, and eligible, in our opinion, to

remain as classed, with fresh record of survey 4,39 and the notation 55 500.

N° 3, - 4,39, subject to special examination of bottom at next dry docking.

Survey Fee (per Section 29) £ 16 : 16 : 0 Fees applied for, 15/8/1939.

Special Damage or Repair Fee (if any) £ 4 : 4 : 0 Received by me, 22/8/1939.

Travelling Expenses (if chargeable) £ 1 : 17 : 6

Second Surveyor's Fee (if any) £

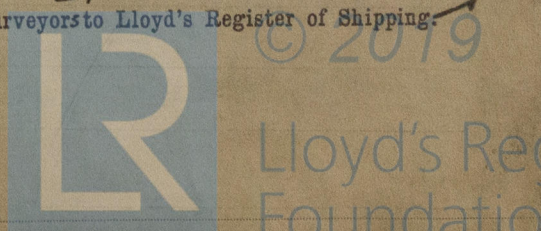
Committee's Minute 5 SEP 1939

Character Assigned 100A1 Subject (Yacht)

L.S. No. 3-7-39 + Lmb. 7-39

W307-0179

In Certificate required if so, to be sent to Southampton.



Lloyd's Register Foundation

ALASTOR

All the requirements of the Rules for SSN°3 have been complied with at this time.

Repairs now done:— Surtable inside doubling fitted to gar. strake on star. side of Engine Room where perforated locally at strum box. Surrounding plating examined, drilled & found good. Nos. 1+2 plates gar. strake star. side at stem + No. 1 plate gar. strake port side at stem, renewed. Sundry minor repairs satisfactorily completed.

Notes:- The bottom plating of this vessel was found considerably pitted throughout & many pits have now been flushed off by electric welding. Minor pitting specially treated with Detel Metal Undercoating & entire bottom thereafter coated with same material.

In view of the extensive nature of bottom pitting, it is recommended that the bottom be specially examined at next dry docking.

*[Handwritten signature]*

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Gouying 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 shew through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.