

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report..... When handed in at Local Office..... Port of.....
No. in Survey held at LIVERPOOL Date, First Survey 30/11/40 Last Survey 13/11/1941
Reg. Book. 69477 on the Wood, Iron or Steel 'ALMEDA STAR' P (No. of Visits 18)TONNAGE:— Built at Birkenhead By whom Cannell Laird & Co. Ltd When 1926 12
GROSS 14938 Owners Blue Star Line, Ltd. Owners' Address
UNDER DEK 12358 Managers Port belonging to London
NET 9239Surveyed Afloat or in Dry Dock? both Name of Dock Canada & Gladstone Destined Voyage
Cell/Dor/Dba feet; uE&B feet; f feet Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)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. 11499 Port liv(Periodical Surveys, when held, must be reported in detail and verbatim 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

not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE, CONDITION & S.R. LIST.

- Damage stated to have been caused through contact with — ① Tanker "CHARLES
RACINE" in River Mersey on 7th December 1940.
② Tanker "IRIQUOIS" in River Mersey on 7th December 1940.
③ Sandon dock east wall, Liverpool on 7th December 1940.
④ Sandon dock wall, Liverpool on 7th December 1940.
⑤ through enemy action on 21st December 1940 whilst lying in River Mersey.
⑥ dock wall whilst entering Gladstone dock on 29th December 1940
⑦ Destroyer U65 whilst moving vessel from Gladstone to Sandon dock on 1st January 1941.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	4	3			2		3	was report.
Removed and Faired or Repaired		2						
Faired or Repaired in place		1			4			

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>✓</u> (State if on felt.)
Caulking of Decks <u>do</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month Year <u>✓</u>
Coamings <u>do</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>good</u>
Beams & Fastenings <u>where exam good</u>	Rudder <u>good</u>	Scuppers <u>✓</u>	Masts, Tubs, &c. <u>do</u>
Outside Plating <u>efficient & good</u>	Steering gear and its connections <u>efficient & good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed) <u>no</u>
" " in way of sidelights <u>✓</u>	Windlass <u>good</u>	Hatches <u>do</u>	Equipment letter <u>-</u>
Frames <u>where exam good</u>	Have pumps been examined and found effi- cient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>3-1</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found effi- cient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>yes, good</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length <u>330 fath</u> mean diamr. <u>2 1/4</u> (on board)
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>✓</u>	" Bale length <u>330 fath</u> size <u>2 3/4</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>✓</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>✓</u>		Salting <u>✓</u> (State if examined.)	
Have the Tanks been tested? <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 as far as now seen is in an efficient condition & eligible in our opinion to remain as classed with fresh record of
survey 1,410 subject to permanent repairs (bomb damage) & indented stem & shell plating (p.s.) being effected
at Owners convenience, & permanent repairs to buckled floors at after end of N° 6 D.B.T. (p.s.) being effected
at first convenient opportunity & to tiller (EW 12, 140) being specially examined on vessel's return to U.K. &
renewed at Owners convenience.

Survey Fee (per Section 29)	£		Fees applied for,	£
Special Damage or Repair Fee (if any)	£	31 10	Received by me,	£
Travelling Expenses (if chargeable)	£	1 1 0		
Second Surveyor's Fee (if any)	£			

Committee's Minute

Character Assigned

100A1 Subject.
With Freeboard.
Fitted for oil fuel 12.264c.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation
W329-0120 C114

M.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much lapped as to spread the ink, or to cause it to show through to the other side.

Vessel placed in drydock, shell plating & midder cleaned examined & recoated.

①:-

On examination found starboard shell plating aft of bridge end in "K" L, M, N & O strakes torn apart & set in, shelter & main deck stringer plates partly cut through & framing, beam ends & knees in way buckled.

REPAIRS:- "K" strake plate fractured cut out & local doubling fitted.

L, M, N & O (s.s.) cropped & part renewed.

Main deck stringer plate cropped & part renewed.

Shelter deck stringer & deck plate cropped & part renewed.

2 main frames cropped, removed, faired or fitted.

2 beam ends faired in place & knees renewed.

3 tween deck frames renewed & 1 faired in place.

2 beam ends cropped & part renewed & 2 faired in place.

3 beam knees renewed & 1 faired in place.

3 main deck shell lugs, 6 cement checks renewed & cement angle part renewed.

Shelter deck gunwale bar cropped & part renewed.

rails & stanchions, renewed as necessary.

1 fairlead renewed & slating faired in place.

Bulwark & bridge alleyway side plate cropped & part renewed, mooring pipe refitted.

bridge alleyway upper side plate cropped & part renewed.

bulwark stay & connections renewed.

Bridge end plate & angle cropped & part renewed & faired as necessary.

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.	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 Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Static.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

Iron Steam Chain or Steel Wire...

Scuppers & steam piping renewed as necessary.

Portlight renewed.

Rigging in way of damage overhauled & part renewed.

DEFERRED REPAIRS:- The material for relaying shelter deck wood sheathing & refitting insulation & bin leads has been placed onboard the vessel for fitting at Buenos Aires to which port the vessel is stated to be proceeding direct.

"ALMEDA STAR"

(contd)

Starboard shell plate LG set in locally & O2, 3 & 4 plates set in along top edge together with poop deckhouse side plating. It is submitted that LG & O2, 3 & 4 shell plates (s.s.) together with poop deckhouse side plating etc., be repaired at a more convenient opportunity.

② Examined portside shell plating aft & found N°3 stem contour plate from top indented & shell plates L1, N1 & O3 & 4 set in slightly, poop deckhouse side plating set in, gun platform curtain plate affected & N°6 forward well deck scupper cover torn off.

TEMPORARY REPAIR:- As a temporary measure the riveting etc. was overhauled as necessary & it is submitted that permanent repairs to shell plating etc., be effected at Owners convenience.

③ Examined stem plating & found N°2 stem plate from top indented in several places.

TEMPORARY REPAIR:- Riveting overhauled as necessary & it is submitted that permanent repairs to stem plating be effected at Owners convenience.

④ Examined starboard shell plating forward & found N°6 plate & doubling in 1st strake below sheer, N°5 plate & doubling in 1st strake below sheer, N°5 6 & 8 plates in 2nd strake below sheer & N°5 6 & 7 plates in 3rd strake below sheer all somewhat set in & 1 scupper cover crushed.

It is submitted that permanent repairs to shell plating (s.s.) be effected at Owners convenience.

⑤ Examined portside shell plating & found plates H 6, 7, 8 & 9 & J 6, 7, 8 & 9 set in slightly between frames & deck in way at fore end of dining saloon set up.

Examined boat deck abaft funnel & decks (upper & lower promenade, "B" & "A") below & found funnel, stays, fans in funnel, fresh & salt water tanks, piping & seating, forward & after light & air trunks & skylights, other skylights including smoke room dome skylight, boat deck, boats, fittings & boat winch motors, potato locker, mechanical & natural ventilation & rails & stanchions damaged to varying degrees on boat deck, lavatories & fittings, smoke room dome damaged & deck set down on upper promenade deck ("D") & ...

"ALMEDA STAR"

(contd.)

lavatories & fittings, etc, affected on 'C', 'B' & 'A' decks together with doors, accommodation, piping, black out screens & windows in vicinity of explosion.

PERMANENT REPAIRS:-

Funnel & stays part renewed as necessary.
 3 fresh & salt water tanks renewed & 1 repaired with necessary piping, seatings overhauled.
 1 boat renewed & 3 repaired, fittings & gear overhauled & part (renewed,
 potato locker renewed, forward light & air skylight coaming & trunking part renewed,
 9 vents part renewed,
 black out screens, doors & fittings & piping renewed as required.

TEMPORARY REPAIRS:-

Smokeroom dome skylight coaming part repaired, skylight planked over, payed & caulked, boat deck repaired, smokeroom skylight (D.A.K.) & other skylights including after light & air skylight blanked off, mechanical ventilation & fan in funnel repaired, steel boundary & divisional bulkheads for lavatories & after light & air trunk part renewed together with lavatories, washbasins etc, to make useable.

Accommodation, doors, windows, piping, etc, all repaired as necessary to make useable.

It is submitted that permanent repairs (bomb damage) & indented shell plating Hs 1, 6, 7, 8 & 9 (p.s.) be effected at Owners convenience.

⑥ Examined starboard shell & found 4 scupper covers carried away. It is submitted that these scupper covers be renewed at Owners convenience.

⑦ Examined starboard shell plating aft of found No 2 (promast) sheerstrake plate set in & Nos 2 & 3 plates in 1st strake below sheer badly set in & fractured

TEMPORARY REPAIRS:- An electrically welded doubling plate fitted over fracture. Recommendation for permanent repairs

CONDITION:- Decks, casings, hatchways, vents etc, examined generally found satisfactory. cables ranged & restowed.
 Rudder lifted & replaced

REPAIRS:- 4 rudder arm rivets renewed

"ALMEDA STAR"

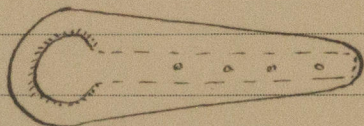
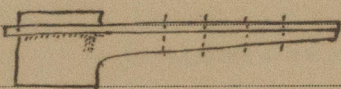
(cont'd)

Rudder gland repacked
 Odd cable studs hardened.

TEMPORARY REPAIR:- On examination the cast steel tiller was found to be fractured at the junction of the arm & boss.

As a temporary measure the fractures were cut out & the casting built up electrically.

As an additional precaution a horizontal plate was fitted to the tiller, electrically welded to boss & to the arm



It is submitted that the tiller (E.W. 12.40) be specially examined on vessels' return to U.K. & renewed at Owners convenience. The Owners representative stated that a new tiller has already been ordered.

S.R. LIST:- The indented plates B3 (psf.) & A5 (s.s.a.) were specially examined & remain efficient meantime.

No opportunity was afforded for examination of buckled floors at after end of No 6 D.B.T (p.s.s.).

WAR.