

2nd Dec 1936

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

27th Nov. 36

When handed in at Local Office

2nd Dec 36

Port of

London

No. in
Reg. Book.

Survey held at

London

Date, First Survey

13th Nov.

Last Survey

2nd Nov. 1936

(No. of Visits

Six)

70275

on the ~~Wood~~ ^{Inner Steel}

Tn. Sc. "ALMEDA STAR"

TONNAGE:-

GROSS 14935

UNDER DK. 12358

NET 9246

Built at

Birkenhead

By whom

Cammell Laird & Co. Ltd.

When

1926

MONTH.

12

Owners

Blue Star Line Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Kangaroo Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

All alterations in the existing records should be underlined.
 Vessels having Water Ballast Tanks, state whether the manhole covers have been removed, and the insides lined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, inner bottom plating, especially in the boiler space.

Port, No.

103174

Port

Lan

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs (the cause of which must be stated) should be separated from Repairs due to other causes; repairs detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains are reported the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has received any reports for this purpose and to whom and why they were declined.

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

EXAMINATION AS PER RULE, FOR

Condition, Deferred repairs see Lon Rpt 103174
Alterations (Swimming Bath) - see Secretary's letter dated 9th 1936 & 27th Oct 1936
Done: Vessel placed in drydock, bottom and rudder cleaned, examined & recoated.

is not and deferred Steering engine bedplate found fractured and now renewed.

The temporary repair to existing rudder was on examination, found intact but the new rudder has been fitted at this time - tried by hand and under steam and found to operate freely. See Frying Report attached to Lon. Rpt 107298

Pitted rivetting in shell plate H7 S.S. now renewed P.T.O.

AGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Painted or Repaired								
Painted in place								

ON OF THE

State of Tanks have been examined inside	70	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
State of Tanks now tested	70	Dblng. Plates under Sounding Pipes	✓	(State if on Felt)	✓
Bulkheads	70	Engine Room Skylights	good	When put on, Month	Year
Ceiling	70	Coal Bunkers, Open'gs, Lids, &c.	70	Boats	3 rd Dec 1936
Cement or Asphalt	70	Oil Bunkers	70	Masts, Yards, &c.	70
(State which.)	70	Scuppers	70	Condition, how ascertained	from deck
Rudder	good	Cargo Hatchways	good	(State if wedges removed)	70
Steering gear and its connections	70	Hatches	70	Sails	70
Windlass	70	Planking of Wood Vessels	70	Equipment letter	70
Have pumps now been examined and found efficient?	70	Caulking	ditto	Anchors, No. of	3 A. 15.
Have Sluice Valves now been examined and found efficient?	70	Treenails	ditto	Chain Locker	70
Have Watertight Doors now been examined and found efficient?	70	Breasthooks & Stemson	ditto	Cables (State if now ranged)	70
Have Ventilators and their Coamings been examined and found efficient?	70	Transoms Pointers, & Crutches	ditto	" length	stated complete
	70	Timbers of Frame at openings	ditto	" (on board)	mean diam.
	70	Ditto Ditto at other places	ditto	" Rule length	size
	70	Stringers, Stamps & Shells	ditto	Hawser & Warps	good
	70	Salting	ditto	Standing and Running Rigging	70
	70	(State if examined.)	70		

Observations, Opinion as to Class, Recommendation, &c.:-

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, 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," "to remain as classed and to have record of Survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

The vessel is eligible in our opinion to remain as classed with fresh record of survey 11.36.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

2nd Dec 1936

Received by me,

18.12.36

Committee's Minute

TUE. 22 DEC 1936

Character Assigned

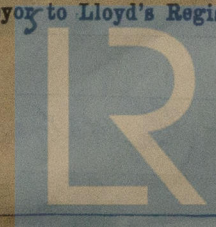
100A1 without spl.

S (S) 11.36

with fbo

added for one further

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W324-0126

Several leaky rivets renewed in Starb side Deep Tank (O.F.) and odd rivetting & caulking throughout shell made good.

As an experiment for protective coating, the following
shell and deck plates have been specially treated by the
"SCHORI" method i.e. the surface is sand blasted down to
bare steel and then sprayed with a selected metal (in
this case zinc) in powder form, the metal passes through
an oxy-acetylene flame, becomes plastic and adheres to the
plating.

Shellplates treated A2, A3 & H2 all on port side. Of these A3 & H2 were subsequently painted with anti-fouling paint but A2 instead of painting was further sprayed with copper and the plate left in that state.

The deck plate adjacent to stringer plate start: near almost
No. 2 Hatch on 2nd Deck was also sand blasted and
sprayed with zinc.

It might be added that the sandblasting process disclosed further rivets with partially pitted points but not of a degree requiring present attention.

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]

Alterations:- The structural alterations in way of No. 5 Tweenst Hatch now effected in accordance with plans approved and correspondence. Workmanship and material found satisfactory. Jack in way Loco tested for watertightness prior to the replacement of insulation.

S.R.L. The subject Condition re Chain bath should be removed
see Jan Rpt 10/3/74