

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 30 APR 1935 Port of LIVERPOOL

No. in Survey held at Birkenhead Date, First Survey 8/1/35 Last Survey 15/4/1935
Reg. Book. 71173 on the ~~Wood, Iron or Steel~~ Twin S. 'ALMEDA STAR' (No. of Visits 50)

TONNAGE:— Built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1926 12
GROSS 12848 Owners Blue Star Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DEK 9384 Managers Port belonging to London
NET 7826

Surveyed Afloat or in Dry Dock? Both Name of Dock Cammell Laird 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. 100762 Port Lon

(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.)

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

yes, not required

Was a damage report made by anyone else? If so, by whom? Casbourne & Janner.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, alterations and Special Survey No. 2.

Vessel placed in drydock, and damage repair now carried out, damage stated to have been caused:—

- 1) Contact with Royal Albert Dock Walls London. 11th January 1934.
- 2 " " " " 19th " 1934.
- 3 " " Tilbury Landing Stage 17th March 1934.
- 4 " " S.S. Britannia Royal Albert Dock London. 1st October 1934.
- 5 " " King George dock wall London 25th October 1934 See London report No. 100762
- 6 Cause and date not stated.
- 7 " " " " " "
- 8 " " " " " " 9) Contact with quay at Santos. 6th February 1934.

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | 2 | - | | | | | | |
| Removed and Faired or Repaired | 11 | | | | | | | as report. |
| Faired or Repaired in place | 13 | 25 | | | | | | |

PRESENT CONDITION OF THE

| | | | | | | | |
|--------------------------|------|--|------|------------------------------------|-------|---|----------|
| Decks | good | State if Tanks have been examined inside | yes | Air and Sounding Pipes | good | Copper, or Y.M. of Wood Vessels | ✓ |
| Caulking of Decks | " | State if Tanks now tested | yes | Dblng. Plates under Sounding Pipes | " | (State if on Felt). | |
| Coamings | " | Bulkheads | good | Engine Room Skylights | " | When put on, Month | ✓ Year ✓ |
| Beams & Fastenings | " | Ceiling | " | Coal Bunkers, Open'gs, Lids, &c. | " | Boats | good |
| Outside Plating | " | Cement on-deck (State which.) | " | Oil Bunkers | " | Masts, Yards, &c. | " |
| " " in way of sidelights | " | Rudder | " | Scuppers | " | Condition, how ascertained | by exam. |
| Breastheads | " | Steering gear and its connections | " | Cargo Hatchways | " | (State if wedges removed) | yes |
| Transoms | " | Windlass | " | Hatches | " | Sails | " |
| Frames | " | Have pumps now been examined and found efficient? | yes | Planking of Wood Vessels | " | Equipment letter | ht |
| Reverse Frames | " | Have Sluice Valves now been examined and found efficient? | yes | Caulking | ditto | Anchors, No. of | 3-1-1 |
| Longitudinals | ✓ | Have Watertight Doors now been examined and found efficient? | yes | Treenails | ditto | Chain Locker | yes |
| Transverses | ✓ | Have Ventilators and their Coamings been examined and found efficient? | yes | Breastheads & Stemson | ditto | Cables (State if now ranged) | yes |
| Floors | good | | | Transoms Pointers, & Crutches | ditto | " length 37 1/2 ft. mean diam. 2 3/4" | |
| Keelsons | " | | | Timbers of Frame at openings | ditto | (on board) Rule length 37 1/2 ft. size 2 3/4" | |
| Stringers | " | | | Ditto Ditto at other places | ditto | Qu to alls. | |
| Inner Bottom Plating | " | | | Stringers, Clamps & Shells | ditto | Hawser & Warps | good |
| | | | | Salting | ditto | Standing and Running Rigging | " |
| | | | | (State if examined.) | | | |

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptd24, &c."

This Vessel is now in good condition, and is eligible in our opinion to remain as classed with fresh record of survey Bkn. 4, 35, and notation of S.S. Bkn No. 2-35.

Survey Fee (per Section 20) S.S. No. 2 £ 20 : 0 : 0 Fees applied for 30 APR 1935
Special Damage Fee (if any) £ 10 : 10 : 0 Received by Mr. R.D. Cairns & E.H. Dean
Tribunal Expenses (if chargeable) Alterations £ 105 : 0 : 0
Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

10091 - 4:35 Bkn.
with 782
S.S. Bkn No. 2-35.
Fitted for oil fuel &c
+ E.M.C. 4:35.

CERTIFICATE WRITTEN 19.6.35

W329-0135 (1/4)

Lloyd's Register Foundation

ALMEDA STAR.

- 1). Starboard side No 2 hold. lumber from forward.
J' ho's plate fairied in place. J' ho 6 plate removed, fairied and refitted.
H' ho's " " " H' ho 6 " renewed.
S' shell pomes fairied in place. Insulation removed as required and replaced.
Brine grids and piping removed as required and replaced and tested on completion.

- 2). Starboard side. Engine Room and No 4 hold.
"K" No 13 plate removed, jamed and refitted. "J" No 14 plate removed, jamed and refitted. 7 ship's side discharge valves removed for access, opened up for examination, overhauled and refitted. 2 shell plates jamed in place. 11 lower deck cement chocks cut out and renewed. Insulation removed as required and replaced. Bimini grids and piping removed as required and replaced and tested on completion. Other removals necessary for repairs replaced and made good as required.

- 3). Starboard side. Ho. 3 held and banded.
 J ho 8 plate joined in place. J ho 9 plate removed, joined and refitted.
 H ho 8 plate " " " H ho 9 - joined in place.
 4 shell frames joined in place. Insulation removed as required and replaced.
 Brine grids and piping removed as required and replaced and tested on completion.

- 4). Starboard side. ho 4 hold.
 To ho 14 plate joined in place. J ho 15 plate joined in place.
 1 shell frame joined in place. Insulation removed as required and replaced.
 Brine pits and piping removed as required and replaced and tested on
 completion.

- 5). Starboard side. No. 3 hold and bunker.
"K" No 9 plate removed. "K" No 10 plate removed, faired and refitted, external clonker removed, faired and refitted. "J" No 10 plate removed, faired and refitted. 4 shell frames faired in place. 8 deck shell bags removed, faired and refitted. Insulation removed as required and replaced. Boring grids and piping removed as required and replaced and tested on completion. All other removals necessary for repairs replaced and made good as required.

- 6). Starboard side. has 2 or 3 holds.
 5" ho. 7 plate removed, joined and refitted. H" ho. 7 plate joined in place.
 1 shell frame joined in place. Insulation removed as required and replaced.
 Brine grids and piping removed as required and replaced and tested on completion.

- 7). Starboard side. Engine Room.
5" ho. 11 plate joined in place. 2 shell frames joined in place.

- 8). Starboard side. Engine Room.
"K" ho 11 & "J" ho 12 plates joined in place. 1 shell frame joined in place.

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

ANCHORS.

| 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. | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | |
| * When a home-made anchor is used, give its name. | | | | | | | | | | | | | | | | |
| † If several make name of private. | | | | | | | | | | | | | | | | |

* 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. | Status. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | |
| | Fathoms. | Inch. | Tons. | Tons. | Owts. qrs. lbs. | Owts. qrs. lbs. | Fathoms. | Inch. | | | |
| 38007 | 15 | 2 3/4 | 129 3/16 | 18 | 5-9-3-14 | | | | | | |
| 38009 | 15 1/2 | 2 3/4 | " | " | 61-3-21 | | | | Stick | ✓ | L.P.M.B.C. 31/12/34 S.C. H. Wright |
| 38012 | 15 | 2 3/4 | " | " | 58-1-7 | | | | " | ✓ | " " " " |
| Iron Steam Chain or Steel Wire. | 48 | | | | | | | | " | ✓ | " " " " |

This chain cable is not new but has been previously used.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

"ALMEDA STAR."

9). Port Side. No 1 hold.

"J" strike 2 plates removed, joined and refitted.

"J" " 1 plate joined in place.

"K" " 1 " " " " " 5 frames joined in place.

Insulation removed as required and replaced. Brine pipes and piping removed as required and replaced and tested on completion.

Alterations. This vessel has been lengthened 51'-7" on a draft of 27'-6" incorporating a heavier formation of bow. In the increased length an extra hold and tween decks and double bottom tanks have been fitted, termed No 1 A, otherwise the compartments remain substantially the same. The forward well has been filled in for an insulated space, and an upper fore-castle fitted insulated for carrying fruit. The after well has been filled in and the promenade deck aft increased in length to form further insulated space for fruit cargoes. Oil fuel bunkers have been built in aft from ship's sides to tunnel sides in No 4 lower hold port and starboard. One of the 2 forward boilers has been removed, and the remaining boiler has been fitted central, and the insulated hold space of No 3 has been extended each side of the central boiler. In way of No 3 hold, the existing coal bunker tween decks have been converted to insulated tween decks. All spaces, saddle back &c in way of ~~old~~ existing coal bunkers have been converted to accommodation, store room spaces &c. All the foregoing alterations have been carried out in accordance with the approved plans and the Secretary's letters. The materials and workmanship are good. 45 fathoms of extra chain cables have been supplied, for verified particulars see back of Rpt. 8. A freeboard of 18'-4 1/4" has been assigned, and the markings cut in on vessels sides and verified. An echo meter sounding device has been fitted, and the work has been carried out in a satisfactory manner. No 4 D.B. Tank has been sub-divided & termed fwd. 4A & aft 4. New fuel bunkers, new D.B. Tanks, new F.P. Tank & all new W.T. Tanks. satisfactorily tested.

Special Survey No 2. Vessel placed in drydock, bottom and under cleaned, examined from in good order and coated. The fore peak spaces, fore-castle spaces, all holds and tween decks, Engine and boiler spaces, oil fuel bunkers, settling tanks, after peak spaces cleaned, ceilings, casings, portion of insulation removed, steel work sealed as required, examined, now in good order and coated. The fore and after peak tanks, all double bottom tanks, cleaned and examined, and the fore and after peak tanks, all double bottom tanks, oil fuel bunkers, settling tanks satisfactorily tested. All copperdams examined. The decks, casings, superstructures, pilley, hatch coverings, covers and supports and latching arrangements, masts and rigging, wedges, windlass, steering gear, pumps,

"ALMEDA STAR."

air and sounding pipes, flating in way of sidelights, boats, vents, anchors and general equipment examined. Chain cables ranged, chain locker examined. Fuel tank made vented. W.T. done examined.

The following are amended particulars for the Register Book:-

Registered Dimensions L. 578.9' B. 68.3' D. 34.1'

Gross Tonnage 14934.89.

Under deck 9703.48

Nett 9245.88.

Fore peak tank. 32.25' long. 105 Tons capacity.

| | | | | | | |
|-----------------|--------|---|----|---|---|------|
| No 1 A. D. B. " | 48.55' | " | 23 | " | " | + 23 |
|-----------------|--------|---|----|---|---|------|

| | | | | | | | |
|------|---|---|--------|---|----|---|---|
| No 1 | " | " | 51.75' | " | 73 | " | " |
|------|---|---|--------|---|----|---|---|

| | | | | | | | |
|------|---|---|--------|---|-----|---|---|
| " 4A | " | " | 31.92' | " | 187 | " | " |
|------|---|---|--------|---|-----|---|---|

| | | | | | | | |
|-----|---|---|--------|---|-----|---|---|
| " 4 | " | " | 55.86' | " | 343 | " | " |
|-----|---|---|--------|---|-----|---|---|

O.F. Bulkheads aft. Frames 49-74 50.54' long. 307.5 Tons capacity each side P.S. not to be inserted

Forecastle length 141' 9". Bridge length 266' 0"

5 Dks. except 3rd & 5th in ^{foremost} No 1A hold. omitted