

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/1/34. When handed in at Local Office 25/1/34. Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 24770 Survey held at Newcastle Date, First Survey 8 Aug/33 Last Survey 17 Jan 1934 (No. of Visits 59)

TONNAGE: GROSS 10441 Built at Port Glasgow By whom Lithgows Ltd. When 1931-10.
 UNDER DECK 7296 Owners Eastmans Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 NET 6563. Managers Blue Star Line Ltd. Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Palmers Helium Destined Voyage New Zealand

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. 22203 Port Bry

(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 require

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey. 1st No 3: Damage—causes not stated; & alterations. See approved plans & Certificates taken referred to. See also S.R.L. & New Rpt. No 87610.
 S.S. No 3:—

Vessel placed in dry dock, bottom & rudder cleaned examined and recoaled. All holds, tween decks, fore & after peaks, machinery space, cleaned, ceiling lifted & steel work examined. All double bottom & peak tanks, oil fuel bunkers tested as per rule & examined internally. All decks, casings, hatchways, ventilators & coamings, hatches, windlasses, steering gear & connections, manila, air & sounding pipes, watertight doors, masts & spars & rigging, anchors & general equipment examined

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								1 Bth plate &c.
Removed and Fair'd or Repaired	3							
Fair'd or Repaired in place				12				

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dbing. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	State if on Felt.
Caulking of Decks	do	State if Tanks now tested	Yes	Engine Room Skylights	do	When put on, Month	Year
Coamings	do	Bulkheads	Good	Good Bunkers, Open'gs, Lids, &c.	do	Boats	Good
Stems & Fastenings	do	Ceiling	do	Scuppers	do	Masts, Yards, &c.	do
Outside Plating	do	Cement on Asphalt	do	Cargo Hatchways	do	Condition, how ascertained	from plans
Reesthooks	do	Rudder	do	Hatches	do	(State if wedges removed)	none
Ransoms	do	Steering gear and its connections	do	Planking of Wood Vessels	do	Sails	Good
Frames	do	Windlass	do	Caulking	ditto	Equipment letter	f + now/gt
Reverse Frames	do	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Anchors, No. of	3 B.S.
Longitudinals	do	Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
Transverses	do	Have Watertight Doors now been examined and found efficient?	Good	Transoms, Pointers, & Crutches	ditto	length	330 size 2 1/2
Bores	do	Have Ventilators and their Coamings been examined and found efficient?	Good	Timbers of Frame at openings	ditto	Rule length	330 size 2 1/2
Keelsons	do			Ditto Ditto at other places	ditto	Hawser & Warps	Good
Rings	do			Sparways, Clamps & Shells	ditto	Standing and Running Rigging	do
Inner Bottom Plating	do			Salting	ditto		

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, 2, 3," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptd 24, &c."

This vessel is in our opinion eligible to remain as now classed & to have fresh record of Survey of 1-34 & notation of S.S. Nwe. No 3. 1-34. Subject to the E.W. & str plates being specially examined at next dry docking.

Survey Fee (per Section 29)	2	Fees applied for,	27 JAN 1934
Special Damage or Repair Fee (if any)	2	Balance of income	27 JAN 1934
Travelling Expenses (if chargeable)	2	Received by me.	27 JAN 1934
Second Surveyor's Fee (if any)	2		
Committee's Minute			
Character Assigned			

100% but with freeboard
 note str. Equip. &c. S.S. No 3-1-34 Jan 34 + dmb 1-34

FRI. 8 JUN 1934

FRI. 7 SEP 1934
TUE. 18 SEP 1934

CERTIFICATE WRITTEN

Register Foundation

to spread the ink or to cause it to show through to the other side.

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 ...															
34616	2nd ..															
	3rd ..	91	3	✓	—			64	—	—	—	91	—	—	Staples	Byers
	Collective Weight..															S. 28/11/33. H.B.
	Stream															
	Kedge.....															

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

CHAIN CABLES.

[illegible]

If Stockholders, State Mechanical Tests — THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

S/S "DORIC STAR"

pumps tried, new freeboard assigned, marks eaten on vessel side & verified new certificates issued. Plating under sidelights examined. It was not considered necessary to drill the shell plating

Survey Repairs:-

9 Bunker deck plates renewed for condition for Survey (or conversion to oil fuel where below the thickness approved for this in plans.) 10 bulkhead plates & 2 casing plate in way of bunkers renewed. 8 poop deck plates, 2 deck house coaming plates, 4 Bunker side frames & reverse bars & 5 brackets all renewed.

In No 6 tank (C.B.) tank end stiffeners renewed. 2 after peak tank top plates & some bulkhead stiffeners renewed. No 4 insulated tank top partially stripped & a number of leaks made good. No 1 tank margin in a number of places found leaking now made tight. About 1500 ft of wood deck on poop renewed. A considerable number of air, sounding & detection pipes renewed. Sticker plates in tanks & bulges renewed. Hatch coamings, cleats, lashing bars re-set or overhauled & part renewed.

Rigging overhauled & part renewed. Some ventilators renewed & a considerable number of minor defects made good.

M.H.

Damage Repairs:-

On Port side Nos. 7, 8 & 9 plates removed failed & replaced. 10 plates in No 6 C.B. tank & 2 in No 7. Tank failed in place & stiffened with vertical bars. Some odd rivets renewed & caulking attended to. Nos. 6 & 7 tanks tested on completion & made tight. 1 Bulkhead plate found buckled, cut out & part renewed.

S.R.L. (See Hve Rpt. No 87610.)

Outer plates, E.W. 10.27: 8.29: 12.29: & Star Side rewelded 9.31. Specially examined & found satisfactory

Alterations

- ① New bow fitted of Maier form
See Secretary's letters dated 19th Oct 1933.
and approved plans of Profile & Side
stringers; Fore end Shell: Forecastle &
upper decks: 2nd & 3rd decks; & bulkheads
Nos 196, 204 & 209.

"DORIC-STAR"

Alterations Continued:-

Old bow entirely cut off from about 185 frame to forward & new bow built on (adding about 18'-0" additional length on the 30'-0. W line.) in accordance with the above mentioned approved plans. Entirely new frames fixed from margin to upper deck, with independent tween deck frames above up to No 196 frame, forward of which continuous new frames are fixed. Entirely new fore peak bulkhead fixed (except for 2 plates in wing) new shelter deck fixed from bridge front (see later) to stem. New upper deck fixed from 193 frame to stem. New main deck from 192 frame, new lower deck from 190 frame. New fore peak built & fixed for the carriage of oil fuel, in accordance with the approved plans & Section 20 of the rules when applicable. New Hawse pipe fixed, New stem tier, air & sounding pipes, vents (& extension of) &c as necessary.

- (2) Filling in of wells. Converting vessel from a Paop. Budge Forecastle, to Shelter deck with tonnage opening, type. (8'-9" ton dk adopted) See Secretan's letter dated 21/10/33 & approved plans 2 in number (The 8'-0" ton dk of which plans were also approved not adopted.)

Entirely new stbd deck built over aft well from 19 frame to 59 frame @ 8'-9" above existing upper deck & projecting 9" above Paop. Budge decks, with a 2 space scarp at each end. Entirely new side frames, stbd deck, beams, shell plating & coamings all as per approved plans. New tonnage opening built on shelter deck aft with closed tween deck aft bulkhead, and forward bulkhead with tonnage openings. All shelter tween deck bulkheads similarly pierced up to but excluding No 213 bulkhead. Wash ports & scuppers provided in tonnage opening & weather boards in wetted channels full height in all tween deck bulkhead openings. Similarly, the forward well filled in extending from old bridge front to new stem. New deck scarped 2 spaces into old bridge deck at bridge front.

"DORIC STAR"(3) Alterations Continued.Hatch Coamings & webs.

See Secretary's letters. (1 undated but plan submitted 7/11/33.)
15th & 29th Nov. 1933.

See also approved plans.

On new shelter deck entirely new hatch coamings built & fitted, but old upper deck hatch webs lifted up & fixed to shelter deck hatch.

Existing upper deck hatch coamings cut down to 12" and entirely new shallow hatch webs made & fitted, all complete with bolting arrangements as required by rules.

All old tween deck escape hatches similarly dealt with & entirely new escape hatches fitted over these on shelter deck.

In way of nos 1. 2. 3. 5. 6. Holds, existing upper deck hatches, fitted with new reverse bars on beams to upper deck from hatch side to about 18" beyond girders all as approved.

(4) In No 4 Tween decks

See Secretary's letter 14/11/33 & approved plan.

No 4 upper main ^{tween} decks now fitted for the carriage of chilled meat slung from the beams.

Insulation in way stopped & reverse bars fitted to upper main deck beams from hatch side to ship's side & girders reinforced all as approved.

Insulation examined during re fitting & tested on completion (See separate report)

Insulation carried out in accordance with Specification approved by Secretary's letter dated 15/1/34. (See separate report for alterations)

In way of No 4 Hatch, trunk now fitted for 2 decks made gas tight. All cement checks at ship's side in way of these two decks made gas tight by fitting at ship's side plate collars welded to frame, shell, & waterway bar, over cement.

(5) No 6 Hold (Deep tank) See Secretary's letter dated 31/10/33 & approved plan.

In No 6 Hold, the lower tween deck cut out &

"DORIC STAR"

No 6 Hold Continued:—

cut out & new flat fixed to form deep oil fuel tank over tunnel. A one frame plate Cofferdam fixed at fore end of tank, dividing same from No 5 insulated hold. Centre division over tunnel top and wash plate all as per approved plan. Seams of tunnel of double bottom tank top in way, where single riveted now electrically welded, a plate bulkhead forming tunnel recess now entirely renewed. New double riveted shell boundary bar, new D.R. shell bar at fore end of new tank. Half height girders all round & stiffening as per approved plan. Crown of new oil fuel tank all double riveted. & space between crown of new oil tank & main deck insulated out in accordance with the specification approved (See Secretary's letter 15/1/34). Sealing main deck trimming hatches plated over. (See Separate report for insulation etc)

(6) Conversion for Coal to oil fuel bunkers

See Secretary's letters 1/11/33: 2/11/33: 14/11/33.

See also approved plans of Bunkers, drip trays, & openings in Casing Sides

Sealing lower decks, pocket, & cross bunkers, partially, or wholly cut out according to Condition, & all entirely rebuilt & subdivided as per sketch and approved plan

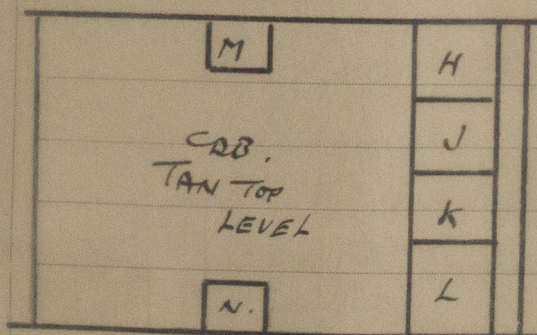
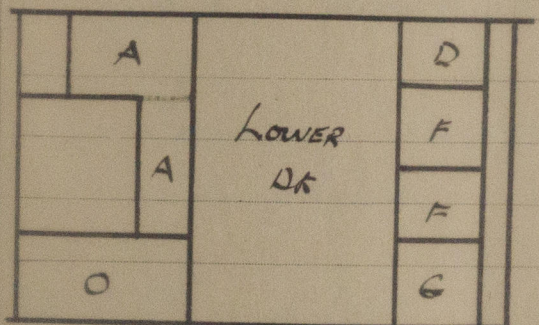
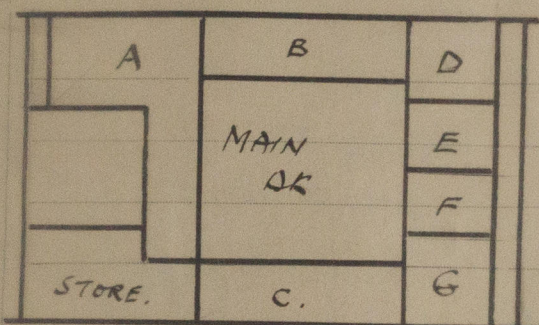
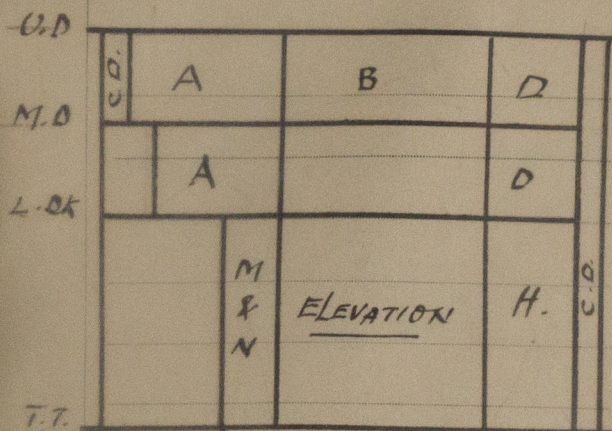
"A" Tank Between upper & lower lower decks Port side after end Engine Room / space Cofferdam formed at after end - upper to main decks by building entirely new bulkhead double riveted. New shell bar, deck bar & bottom bar, all double riveted. Part new deck, existing casing & bulkheads part new with new deck & shell bars, additional stiffening and construction as per approved plan. New work all double riveted, all work where single reinforced by Electric welding. Crown of tank practically all renewed.

"DORIC STAR"

Alterations continued

"O" TANK on Star side similarly dealt withB & C Tanks frames 84-103. P & S. Single tween deck tanks

Crown of tank part renewed. Stringer plate part renewed. New D.R. corner shell & deck bars. Bottom of tank existing S.R. deck plating & stringers now Electric welded. Knuckle plate of casing side renewed 15" wide with continuous D.R. bar. Additional stiffening fitted as approved.



Cross Bunker Tanks

Upper Tanks "D E F & G" between Upper & Lower decks & "H I J & K & L" from lower deck to tank top frames 103 to 106 +

The after bulkhead was existing W.T. bulkhead of Cross Bunker now made oil tight by Electric welding when Single Rivetted. Shell bar was D.R. Forward bulkhead new, with new shell bars, deck bars & all D.R.

The forward bulkhead forming Cofferdam was existing now W.T. bulkhead of Cross Bunker. Part renewed in pieces, & Electric welded for about 5'0" up & made reasonably tight. (One side is insulated)

Deck plating forming crown of lower nest of tanks part renewed D.R. & Electric welded elsewhere where Single. Crown of upper nest of tank part renewed & D.R. also all Electric welded when Single rivetted. Main frames cut at upper & lower decks & bracketed. Continuous D.R. fore & aft shell bars fitted. A considerable number of minor items renewed & addition stiffening fitted as per approved plan

DORIC - STAR.Alterations ContinuedPocket Bunkers in Engine Room "N" & "N"

Entirely new pocket bunkers built in Engine Room in accordance with the approved plans.

Generally, twin deck bunkers formed by cutting main frames at upper & lower decks, & fitting new continuous fore & aft shell bars. D.R. & frames bracketed to decks.

Stringer plates where sloped for passage of existing frames, cut out for half of its width at shell & renewed with continuous plate.

Decks, casings &c. were renewed after counter-sunking taken both sides (in view of common headed rivets having been used in original construction) where these formed boundaries of new tanks.

Openings in casing sides, funnels, drip trays &c all arranged as per approved plans. See also Secretary's letter 10/12/33.

Section 20 & 34 of the Rules where applicable complied with.

(7) Rudder See Secretary's letter 2/11/33: 14/11/33: 15/11/33: & approved plans.

Rudder streamlined in accordance with plans approved. All electric welded except back edge which is rivetted. Filled with cork & bitumen on completion.

Stern frame back post streamlined with bars & plates all elec. welded.

(8) Equipment. See Secretary's letter 9/10/33. Equipment letter now "g +"

30 fathoms of 2" cable supplied

3rd bow anchor replaced by one of 9 1/4 cwt. Particulars as per back of page 1. of report.

DORIC - STARNote

The Proposal to insulate for the
Carriage of Chilled meat No 1 Hold
not adopted.

Alterations & additions to be recorded in the Register

New Tonnages are Gross. 10066.41

U. Dk. 9366.33

Nett. 6337.66

Type changed from P.B. & Fcl to Shelter deck with fld.

Registered Dimensions Length now 529.8'

Moulded depth 40.64 : Freeboard 10.04'

Corresponding draught 30-9½

CD Bottom remains 421' & 1968 tons but Iron peak
tank now 174 tons oil. (water 188 tons)

Equipment letter "g +"

Insulation. 13. Compartments = 465.942 Cubic feet.

The following Plans approved for the alterations
are forwarded with this Report

New Bow - Profile & Side stringers
Shell

2nd & 3rd Decks.

Deck & upper decks.

Bulkheads.

Filling in of wells - Fore well 8-9

Aft well 8-9.

Fore well 8-0

Aft well 8-0

} not adopted

Hatches

Hatch webs upper deck

No 6 Hatch webs.

No 4 Tank Hatch

Strengthening of Beams at Hatches

Bunkers

New oil fuel Cross Bunkers

New oil fuel tween deck bunkers

Deck trays

Openings in Casings

No 6. Hold

New Deep oil fuel Bunker

do. (plan not adopted)

Rudder

Strengthening of Rudder

do. Stern Frame

Stem

Plan of Stem

General Arrangement embodying all alterations

Specifications of Insulation (2) (placed with Rmc 24/1
No. 49076)