

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 16 JULY 1932 Port of Sunderland

No. in Reg. Book Survey held at Sunderland Date, First Survey June 27 Last Survey July 15 1932

1977 on the Wood, Iron or Steel Sc "LADY ASTLEY" (No. of Visits)

TONNAGE:- Built at Blyth By whom Blyth S. B. Cold When 1906 2

GROSS 3048 Owners Dawson Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 2855 Managers F. S. Dawson Ltd. Port belonging to Newcastle

NET 1934

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock Greenwell's dock Destined Voyage

WR=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Capacity tons. FPT tons; APT tons; MT feet tons. } Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, the inner bottom plating, especially in the boiler space.

port, No. 21963. Port Blyth

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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; any detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the 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 made special services for this purpose and to whom and why they were declined Yes not required Society's Freeboard (if assigned) as painted on Ship and now verified

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

EXAMINATION AS PER RULE, FOR to enable an estimate to be prepared for repairs in connexion with the completion of the 2nd Special Survey No 3 (due 7.31) for damage alleged to have been caused through (1.) Grounding Popewell Ca. on 11th Feb 1932. (2.) Collision with tugs whilst being towed. (3.) Heavy weather on 22nd November 1931 to Dec 7th 1931 and on 16th to 20th February 1932 (4.) Striking pier of bridge at Boston on 2nd Feb 1932.

Examined in dry dock. Bottom not cleaned nor coated. Deck examined. The electric welding recommended to be done to build up the mainpiece as per Barry report 21956 has not been carried out and

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

CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet) When put on, Month Year
State if Tanks now tested	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c	Boats
Bulkheads	Scuppers	Cargo Hatchways	Masts, Yards, &c
Ceiling	Staircases	Planking of Wood Vessels	Condition, how ascertained (State if wedges removed)
Cement or Asphalt (State which)	Steering gear and its connections	Caulking ditto	Sails
Rudder	Windlass	Treemails ditto	Equipment letter
Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Have Ventilators and their Coamings been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
		Timbers of Frame at openings ditto	length size (on board)
		Ditto ditto at other places ditto	Rule length size
		Stringers, Clamps & Shelves ditto	Hawser & Warps
		Salting (State if examined.) ditto	Standing and Running Rigging

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

It is recommended action in regard to this vessel's class be deferred pending a decision being reached by the Owners regarding the completion of the Special Survey and repairs.

Survey Fee (per Section 20)	Special Damage or Repair Fee (if any) (per Sec. 20)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	£	£	£	19	19

Committee's Minute, Character Assigned, Surveyor to Lloyd's Register of Shipping, A. Pickworth, FRI. 22 JUL 1932, TUE 7 FEB 1933, 17th AUG 1933

the equipment of steel wires has not been made complete at this time. Shell plating. The shell plating has been carefully examined and hammer tested all fore and aft where accessible from a ladder also from inside the vessel in the bunkers and fore peak.

The following additional drillings were taken in accordance with the Secretary's letter of 24th June 1932 :-

- J. Strake in fore peak (port) 7/20
- H Strake (port) about 1/4 L from aft 10 1/2/20 & 11/20
- G Strake (port) aft of amidships 9 1/2/20
- H Strake 1/8 L fwd of midships 11/20
- J Strake (std) no 5 from fwd 10/20
- H Strake (std) no 2 from fwd 5 1/2/20 (rec'd renewal)
- H Strake (std) no 4 " " 7/20 full

It was recommended the following shell plates be renewed

- Port Side. G strake no 14 es. (5th below skew amidships)
- (4th Strake below skew) H strake nos 2, 3 & 4 (nos 3 & 4 are included in dge)
- " " " H strake no 3 from aft
- 3rd " " J strake no 2 from aft
- Starboard Side H strake nos 2 and 3 from forward
- (7th strake below skew) E strake no 1 to be doubled. from forward
- (3rd strake " ") J Strake no 2 from aft.
- (4th " ") H Strake nos 2 & 3 from aft.

It was arranged further to examine the shell in way of H & J nos 2 & 3 on port & starboard sides aft when a staging is available

The additional drillings and hammer testing show that the general condition of this vessel's shell plating is satisfactory. Examination of holds & tween deks.

The holds & tween decks have been examined with only portions of the tank top ceiling & bilge ceiling lifted and the following recommendations made.

32 tank side brackets chiefly in nos 2 & 3 holds & cross bunker and 98 tank side bracket top angles to be renewed.

The new tank side brackets are marked in vessel to be fitted to about every third frame.

A large number of tank top plates were drilled to ascertain thicknesses. Those originally 7/20 were found to be 5 8 5/20 & those originally 8/20 were found to be 6 - 6 1/2 - 7/20.

One plate at the forward end of nos hold port found 4 1/2/20, one plate at the forward end of no 2 hold (port) found 4 1/2/20 one plate at the forward end of after main hold (p+s) found 4/20 were recommended for renewal together with any other thin plates which may be found when the remainder of the ceiling is lifted.

The E.R. and B.R. tank top plating has not been examined at this time



Repairs recommended to weather deck and tween deck plating.

Fore deck. Stringer plate on port side to be doubled

Forward end plate to be cropped & partly renewed

Fore well deck. Three plates at fore end of No 1 hatchway to be renewed

Stringer plate No 2 from forward on both sides to be renewed

Bridge deck. Generally good. One or two doubtful plates require to be drilled

Aft well deck. Two stringer plates to be renewed

Poop deck. Stringer plates in way of quadrant to be cropped and partly renewed.

(Tween deck plating)

3 plates to crop & renew at fore end of No 3 hatchway

Centre plate to renew at after end of No 3 hatchway

Stringer plate to renew at port side of No 3 hatchway

Nine frames in tween decks to be fitted with brackets

Engine Room Bulkhead. Coaming to be partly renewed

Tunnel recess. Port & Starboard wing plates to be renewed.

Minor repairs were recommended to be carried out to the bunkers and bunker hatchways and to the cargo hatchways and hatches.

Repairs to rust drawn work on casings fiddley & deckhouses etc were also recommended.

The floor intercostals in No 2 tank referred to in Bry Report 21956 have not been further examined at this time but the cost of the necessary repairs has been included in the estimate.

The after peak has not been examined at this time

The plating under sidelights (where lined) has not been examined. The rigging has been examined (see report attached)

It was further recommended that any additional repairs which may be found necessary when the vessel is fully opened up for survey should be carried out to the Surveyor's satisfaction.

Damage 1.

Shell plate B. 3. port found indented & set up

Bilge keels bent & buckled.

Damage 2.

One skewstrake plate (starboard) abreast poop & one in second strake below abreast after hatch indented.

Damage 3.

Forecastle deck rails & stanchions, deck composition, boat decks, boats, bridge front cleading ventilators etc damaged.

Damage 4

Shell plates H Nos 2, 3 & 4 indented

Recommendations were made for the repairing of the above

(LADY ASTLEY)

Rpt. 9a.

Port of Sunderland.

Continuation of Report No. 30982 dated 16 JULY 1932 on the

No repairs have been carried out at this time and the test holes in the double bottom tank top in holds have not been plugged.

The vessel has been moved from the repairer's yard to a berth in the river and no arrangement has been made for the necessary work to be commenced.

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Whilst in dry dock this vessel was measured for a Convention freeboard. This has been assigned but has not yet been marked on the vessels sides

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