

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....10..... When handed in at Local Office.....13/10/1934 Port of.....included in 7.8 report.

No. in Survey held at.....Belfast..... Date, First Survey..... Last Survey..... 19

Reg. Book..... 71859 on the Wood, Iron or Steel T.S.T. "ASTURIAS" (No. of Visits.....)

TONNAGE:- Built at.....Belfast..... By whom.....Messrs. Harland & Wolff..... When 1925
GROSS 22048 Owners.....Royal Mail Lines Ltd..... Owners' Address.....
UNDER DK. 12348 Managers..... Messrs. Harland & Wolff..... Port belonging to.....Belfast.....
NET 13125

Surveyed Afloat or in Dry Dock?.....both..... Name of Dock.....Guay Abanda D.D. Destined Voyage.....North America.

WB=CellDBorDBa.....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)

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...... Port.....

(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. P.T.O.)

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.

Society's Freeboard (if assigned) as painted on Ship and now verified.....14 ft. 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 3 (Classification) Alterations & Damage.

Now done:- Vessel placed in drydock, bottom, keel & rudder cleaned, examined & recoated, Rudder lifted, broken & refitted, dealt with as under, all holds, peaks, Tween-decks, bunker and machinery spaces cleared. (all holds & Tween-decks insulated.) and all insulation on tank tops has been renewed except in No. 4 hold, where sections have been removed for examination & to expose structure. Limbs removed throughout and steelwork generally exposed, including plating under sidelights. All oxidation removed from surface of inside of shell, frames, stringers, floors, bulkheads, keels, bulkheads etc where found, the vessel was remarkably free from corrosion throughout. Steel work examined and except for repairs stated below, found in good Condition and recoated. (There being no indication of wasting, it was not

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	as reported. P.T.O.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	yes	yes	yes	yes	(State if on felt)	When put on, Month
Caulking of Decks	"	yes	yes	yes	yes	Boats	Good
Coamings	"	yes	yes	yes	yes	Masts, Yards, &c.	"
Beams & Fastenings	"	yes	yes	yes	yes	Condition, how ascertained	examination
Outside Plating	"	yes	yes	yes	yes	(State if wedges removed)	"
Breasthooks	"	yes	yes	yes	yes	Sails	"
Transoms	"	yes	yes	yes	yes	Equipment letter	"
Frames	"	yes	yes	yes	yes	Anchors, No. of	35.18.
Reverse Frames	"	yes	yes	yes	yes	Cables (State if now ranged)	yes.
Longitudinals	"	yes	yes	yes	yes	" length	330 size 3 1/8
Transverses	"	yes	yes	yes	yes	" Rule length	330 size 3 1/4
Floors	Good	yes	yes	yes	yes	Hawser & Warps	in order.
Keelsons	"	yes	yes	yes	yes	Standing and Running Rigging	Good.
Stringers	"	yes	yes	yes	yes		
Inner Bottom Plating	"	yes	yes	yes	yes		

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 ptnd24, &c."

All the requirements of S.S. No. 3 having been complied with, the vessel is now in good & efficient condition and in an opinion is worthy to be classed 100 A.1. with freeboard in the Society's Register Book with record of Survey 10.34 and Notation S.S. Bel. No. 3. 10.34

Survey Fee (per Section 20).....£ 52 : 10 : 0 Fees applied for, 13/10/1934
Special Damage or Repair Fee (if any).....£ 16/11/1934
Travelling Expenses (if chargeable).....£
Second Surveyor's Fee (if any).....£
Received by me, J. A. P. Scott

Committee's Minute TUE. 10 OCT 1934

Character Assigned See minute on 7.8 Report

Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
002215-002221-011012

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

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire...

Repair W + S. Chain locker stiffeners part renewed.
Rudder stock renewed, found corroded.
Biller renewed to take new stock
Additional stiffening fitted to Steering gear
flat. Anchor shackle (2/2) fractured & link of buffer length
needed, spare shackle and buffer length fitted.
Windlass hooks refitted
Rudder streamlined with w/ght skin.
A large number of minor repairs effected.
Insulation on walls & overheading renewed as necessary (see following sheet).

3

✓
renewed

All steel, wood, piping, cement fittings removed to effect the necessary repair replaced, repaired, or renewed as necessary & all disturbed parts coated in completion to place the vessel in the same good & efficient condition as before the damages in question.