

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 13th. Feb. 43 When handed in at Local Office 19 Port of LISBON  
No. in Survey held at LISBON Date, First Survey 13th. Nov. 42 Last Survey 11th. February 1943  
Reg. Book. 68962 on the ~~XXXXXX~~ Steel S/S. "ALASKA". (No. of Visits 21)

TONNAGE: Built at Vancouver B.C. By whom J. Coughlan & Sons. When 1918 7mo.  
GROSS 5581 Owners D/S A/S Alaska Owners' Address \_\_\_\_\_  
UNDER DK. 5094 Managers C Haaland (if not already recorded in Appendix to Register Book).  
NET 3478 Port belonging to Haugesund

Surveyed Afloat or in Dry Dock? \_\_\_\_\_ Name of Dock No. 1 DD. Destined Voyage \_\_\_\_\_

Cell D Bor D Ba \_\_\_\_\_ feet; u E & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet  
Only alterations in the existing records of tanks should be inserted.

N.B. — All alterations in the existing records should be underlined.  
Last Report, No. 42451 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 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 affecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined yes copy herewith

Was a damage report made by anyone else? if so, by whom? no

OR EXAMINATION AS PER RULE, FOR DAMAGE and INTERIM CERTIFICATE.

Damage stated to have been caused by torpedo on the 30th. October 1942 whilst on a voyage from London to Glasgow.

one:— Vessel examined afloat and in drydock.

The following recommendations for permanent repairs have been made:—  
Keel plates No. 2 to be renewed No. 3 & 12 to be removed, faired and replaced.

Shell plates starboard side.

Stealer plate A/B strakes; A.1 & 2; stealer plates (two) B/C strakes; B.1 & 2; C 1 & 2;  
Stealer plate D/E strakes; D 1 & 2; E.1, 2 & 3; F 1, 2 & 3; G 1, 2, 3 & 4; H 2 & 3 & L  
3 & 12 to be renewed. A 3, 7 & 11; B 5 & 9; C 6, 7 and 10; D 3, 7, 8, & 11; E 11; F 4 & 12;

OF DAMAGE REPAIRS: —	Shell Plates,	Frames.	R. Frames	Floors and Bracket Floor	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
renewed. . . . .								
removed and Faired or Repaired. . .								
removed or Repaired in place. . . . .								

## CONDITION OF THE

of Decks	Bulkheads	Engine Room Skylights	Copper, or V.M. (State if on Pett.)
Fastenings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Plating	Cement or Asphalt	Oil Bunkers	Boats
in way of sidelights	Rudder	Scuppers	Masts, Yards, &c.
Frames	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
inals	Windlass	Hatches	Equipment letter
es	Have pumps been examined and found efficient?	Planking	Anchors, No. of
	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
	Have Watertight Doors been examined and found efficient?	Greenalls	» length mean diamr. (on board)
tom Plating	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	» Rule length size
anks been examined internally?	Air and Sounding Pipes	Transoms Pointers & Crutches	Chain Locker
anks been tested?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
		» » at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting	
		(State if examined.)	

ral 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion to remain as classed without fresh record of survey subject to permanent repairs being carried out to shell, decks, etc. on the vessel's arrival at a U.K. port from her present voyage.

Fee (per Section 29) \_\_\_\_\_  
Special Damage or Repair Fee (if any) Inter. Cert. f. 5.500\$00  
Travelling Expenses (if chargeable) \_\_\_\_\_  
Second Surveyor's Fee (if any) \_\_\_\_\_

Fees applied for,

12-2-43

Received by me,

12-4-53

FOR J. GUTHRIE & SELF

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Rtn to Inc.

TUES. 13 APR 1943

Deferred for repairs

Ratified 12.4.43



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S/S. "ALASKA".

H 1 & J 3 to be removed, faired and replaced. C 9 & M 8 & 14 to be faired in place.

Shell plates Port Side.

A 1 & 2; E 1; L 12 & M 13 to be renewed.

Stealer plate A/B strakes; A.7.10 & 11; two stealer plates B/C strakes; B 5 & 9; C 6 & 9; D 1, 7, 10 & 11; F 11; K 7; L 7 & M 8 to be removed faired and replaced.

B 6 & 10; stealer plate D/E strakes; E 11; J 7 & M 7 to be faired in place.

Bilge keel shell angle port and starboard amidships to be part renewed.

Forecastle space.

5 centre line pillars & 6 side pillars to be removed faired and replaced.

One Hold ventilator, port side, trunk upper strake to be renewed one starboard side to be released and faired. Lamplocker bulkhead plating to be removed faired and replaced.

12 side lights to be renewed.

Forewell Deck.

Forecastle front upper and lower strakes of plating to be renewed and plating between to remove fair and replace.

Upper deck plating at forecastle front to be released, faired and reriveted.

Stringer plate and 3 adjacent plates port side in way of after end of No. 2 Hatch to be released, faired and riveted.

2 Bulwark rail straps to be reriveted, p.s..

No. 1 Hatch coaming to be removed, faired and replaced.

1 Hatch beam to be renewed and 4 to be faired

No. 1 Hatch covers and tarpaulins to be renewed.

No. 1 Derrick starboard, heel pin to fair and derrick to be tested.

2 foremast shrouds and top mast stays to be renewed.

Steam pipe to windlass and wash deck pipe to be repaired.

Port and starboard ladders to forecastle to be faired.

Bridge front plating in way of openings port and starboard to be welded at fracture and doubling plates in way to be renewed.

Bridge Deck.

Deck plate each side of No. 3 Hatch to be removed, faired and replaced and adjacent plates to release and fair as necessary.

After well deck.

Riveting of forward deck plating port and starboard to be renewed as necessary.

Poop deck plating in way of companion to be faired as necessary.

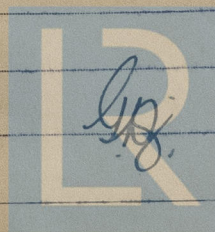
Upper forepeak space.

4 Beam knees to be reriveted and one bulkhead stiffener to be faired in place.

Lower fore peak space.

3 Bulkhead stiffener brackets to be reriveted.

F.P. air pipe to be part renewed.





S/S. "ALASKA".Forepeak Tank.Starboard Side.

9 Main frames 174 to 182 with reverse frames to be renewed and knees to be faired.

Upper side stringer plate and angle to be removed, faired and replaced.

Lower side stringer plate and angle to be renewed.

Port Side.

Main frame No. 175 to be faired in place and reverse frame to be cropped and part renewed.

Upper and lower side stringer plates and angles to be reriveted.

6 Upper and lower panting beams to be removed, faired and replaced.

6 panting beam knees starboard to be renewed

2 panting beam knees port to be renewed and

4 removed faired and replaced.

Upper stringer shelf plate and angle, on bulkhead, to be renewed.

Deep floors No. 174 to 176 to be renewed and No. 177 to 181 to be removed, faired and replaced.

Centre keelson between bulkhead and No. 174 floors to be renewed and between No. 174 and 175 floor to be removed, faired and replaced.

2 Centre line pillars to be removed, faired and replaced.

Bottom plate of wash plate to be renewed.

Sounding pipe to be renewed and valve extension spindle to be repaired.

No. 1 Tween Deck.

2 Deck plates at forward corner of hatch, 1 centre line strake plate forward of hatch and 2 stringer plates starboard side to be renewed.

2 stringer and 11 deck plates to be removed, faired and replaced.

7 deck plates to be released and faired in place.

Hatch coaming forward end plate to be removed, faired and replaced.

2 tween deck pillar, lugs to deck to be renewed.

1 Forward bulkhead plate to be cropped and part renewed and 1 to be removed, faired and replaced.

Deck girders at forward end to rerivet

6 Tween deck beams to be renewed

1 Hatch beam to be renewed and 4 to be faired

All wood covers to be renewed.

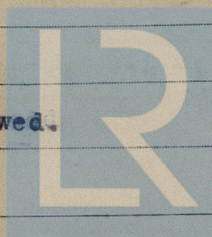
No. 1 Lower Hold.Collision Bulkhead

5 lower strakes to be renewed, upper strake to be removed faired and replaced.

8 bulkhead stiffeners and wash plate foundation angle to be removed, faired and replaced

Starboard Side.

Main frames 156 to 172 including 2 web frames to be renewed.



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S.S. "ALASKA".

Collision bulkhead frame angle to be renewed

Main frames N<sup>o</sup>.154 and 155 to be removed, faired and refitted

All beam knees in N<sup>o</sup>.1 hold to be riveted.

Upper and Centre side stringers to be renewed from frame 153 to collision bulkhead.

Lower side stringer to be renewed.

Tank margin brackets from N<sup>o</sup>.154 to 172 to be renewed and from 142 to 153 to be removed, faired and replaced.

Port Side.

Collision bulkhead frame angle to be released and faired in place.

Main frames N<sup>o</sup>.164 to 172 to be removed faired and replaced.

3 stringer brackets to bulkhead to be renewed.

Tank margin brackets N<sup>o</sup>.158 to 172 to be renewed and 142 to 157 to be riveted.

Port and Starboard main hold pillars at fore end of hatch to be renewed and after pillars to be fitted with new lugs to tank top.

Bulkhead between N<sup>o</sup>.1 & N<sup>o</sup>.2 Holds.

Port and starboard N<sup>o</sup>.2 and 3 <sup>plates</sup> from bottom <sup>&</sup> all bulkhead stiffeners to be removed faired and replaced.

Tank Top

10 plates to be renewed, 11 to be removed, faired and replaced and 1 to be faired in place.

2 margin plates starboard and one port to be renewed.

1 Margin plate starboard and 2 port to be removed faired and replaced.

N<sup>o</sup>.1 Double Bottom Tank (Estimated).

Floors N<sup>o</sup>.156 to 172 with centre keelson and intercostals in way to be renewed.

Floors N<sup>o</sup>.142 to 155 with centre keelson and intercostals in way to be removed faired and replaced.

Air pipe to be renewed.

N<sup>o</sup>.2 Hold.

Minor leaks in margin brackets to repair.

Wheel house and chart room top caulking and cement to be made good.

Minor damage to woodwork of flying bridge to be repaired.

Port lifeboat, to be renewed using existing buoyancy tanks and equipment.

Remaining 3 lifeboats and jelly boat to be repaired.

Wood deck over accommodation amidships to be caulked.

Machinery space. After bulkhead boundary bar fractured starboard corner at upper deck and to be welded and started rivets in way to be renewed.

Note:- No double bottom tanks were cleaned for examination at this time and all remain to be examined.



S/S. "ALASKA".

Temporary repairs have now been carried out to enable the vessel to proceed to a U.K. port for permanent repairs and are as follows:-  
Vessel placed in dry dock.

Starboard Side No. 1 Hold.

In way of the hole in the shell, which extends from the collision bulkhead for 14 frame spaces aft, web frames of 21" x 3/4" with riveted face angles have been fitted on alternative frames.

In line with the existing side stringers temporary stringers were fitted, welded to the web frames and flanged on the inner edge.

Two additional fore and aft girders were fitted in way of the bottom and intermediate plate floors were fitted from the keel to the lower of these two girders. These girders and floors are flanged on the upper edge.

At the intersection of the frames and stringers large diamond plates were fitted. Temporary shell plating was fitted over the above framework with single riveted seams and welded butts. The seams were also welded to ensure tightness. This shell plating was attached to the frames and stringers by welding.

The collision bulkhead was fitted with welded patches in way of torn plates.

A cement box full height was fitted on the starboard side of the bulkhead adjacent to the shell and also at the lower part of the bulkhead.

No. 1 Hatch beams faired and new covers and tarpaulins supplied.

The fractures in the sheer strake plates No. 3 & 12 starboard side and the after bridge side plate port side were veed out and welded and riveted doubling plates fitted.

The material used for the above repairs was specially selected from used plates

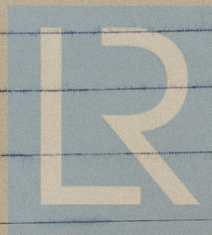
On completion of the repairs the shell and fore and aft bulkheads of the No. 1 Hold were hose tested and found or made tight.

Careful examination after re-floating in drydock and during a full power trial run on the River Tagus was made and no indications of leakage noted.

The No. 1 Hold bilge suctions and the No. 1 D.B. tank suctions were overhauled and tested.

The vessel drydocked on the 30th. January and undocked on the 8th. February 1943. Repairs were completed afloat and the trial in the river was carried out on the 11th. February

*Endon.*



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