

# Lloyd's Register of Shipping.



Port

LISBON

19th. November 1942

D.793.

This is to Certify that

G. Dixon,

the undersigned Surveyor to this Society did at the request of the Agents and with the consent of the Master attend on board the S/S. "ALASKA" 5681 tons gross of Haugesund on the 13th. November 1942 and subsequent dates for the purpose of ascertaining the nature and extent of damage stated to have been caused by being torpedoed on the 30th. October 1942 whilst on a voyage from Colombo towards Glasgow.

The vessel arrived at Lisbon under her own power on the 13th. November and anchored in the River Tagus.

Upon examination with vessel afloat and loaded the undersigned found:-

Nº.1 Lower hold starboard side holed from collision bulkhead to half length of hold from the water line to the tank top.

Hatch beams of upper and tween deck hatches of Nº.1 hold missing except after beam of upper deck hatch.

Lower hold awash and no cargo visible.

Part cargo in tween deck also washed out.

Nº.1 Derricks displaced.

Forecastle front plating badly buckled and fractured across of

Forecastle space bulkheads so far as seen on account of cargo also badly buckled.

Upper Deck in way of Forecastle slightly set up.

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"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



rivets in connection to upper deck port and starboard.

Tween deck plating at fore end of N<sup>o</sup>.1 hatch buckled.

Tween deck pillar feet connections to tween deck fractured through angle lugs or rivets sheered.

One beam knee buckled port side of tween deck abreast N<sup>o</sup>.1 Hatch.

Further examination below tween deck not possible afloat.

Shell plating starboard side.

Sheer strake N<sup>o</sup>.3 plate fractured full width 10'10" aft of forecastle front.

One sheer strake plate at Bridge end fractured in two places, on upper edge 14" on lower edge 5".

2nd. strake below sheer N<sup>o</sup>.1 plate buckled.

2nd. strake below sheer N<sup>o</sup>.2 and 3 plates fractured.

3rd. strake below sheer N<sup>o</sup>.1, 2, 3 & 4 plates fractured or missing.

Further damage to lower strakes in way of N<sup>o</sup>.1 hold not yet ascertainable.

Many shell rivets along full length show signs of being started.

Shell plating Port Side.

At bridge front plating of sheer strake and 1st. and 2nd. below are slightly buckled and rivets in large area in way started.

At bridge end sheer strake plate riveting badly started and upper seam open.

The bridge side plate joining the after bulwarks is fractured full width and open about  $\frac{1}{2}$ " at fracture.

Many shell rivets other than referred to above show signs of being started.

Forewell Deck

Plating Port Side abreast N<sup>o</sup>.2 Hatch waved and bulwark plates in way show indications of heavy stress, plates buckled and rail fractured.

Bridge front bulkhead plating and doublings fractured at corners of openings; outboard lower corners and inboard upper corners

Fore mast forestay and 3 port shrouds broken.

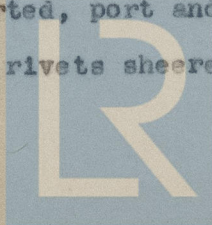
Bridge Deck

Deck plating port and starboard sharply buckled from after corner of N<sup>o</sup>.3 Hatch to ships side.

After Well Deck.

Deck plating buckled slightly about 8'10" from bridge end bulkhead and many deck rivets badly started, port and starboard sides.

Bridge end bulkhead deck angle rivets sheered at port corner.



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Poop Deck.

Deck plating slightly buckled on the port side at mid length of poop

Machinery Spaces.

After bulkhead of engine room at starboard corner-boundary angle to upper deck fractured in two places and indications of rivets in angle and beam knees in vicinity being started.

Owing to reported overheating of tunnel bearings the forward intermediate to thrust shaft coupling disconnected and found faces open .044 " and intermediate shaft coupling 1/8" high.

Main engine and thrust shafting and bedplates with all holding down bolts examined and no signs of damage found

Safety valve chest on centre boiler fractured round neck of flange for nearly half circumference

Inboard dynamo shaft running untrue stated caused by explosion.

Double bottom Tanks.

Oil fuel carried in N<sup>o</sup>.1, 2, 4, & 5 tanks.

N<sup>o</sup>.3 tank is for feed water with cofferdam at after end between N<sup>o</sup>.4 and a dry tank under boilers at forward end between N<sup>o</sup>.3.

Traces of oil noted in water pumped from N<sup>o</sup>.2 Hold bilges.

N<sup>o</sup>.4 port double bottom tank under pressure owing to leakage on bottom.

Cofferdam between N<sup>o</sup>.3 & 4 tanks at after end of engine room is sounding 318"

It has been recommended that the vessel be placed in drydock after discharge of all cargo in order to ascertain the extent of the damage below the water line and in the cargo spaces throughout the vessel.

(Signed) G. Dixon.

Surveyor to Lloyd's Register.

Fee and Expenses. Esc:-2.350\$00



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