

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing report 4-7-49 When handed in at Local Office 4-7-49 Port of BOMBAY.  
Survey held at BOMBAY. Date, First Survey 29-6-49 Last Survey 1-7-49  
(No. of Visits 2)

No. in Reg. Book. 91847 02120 on the ~~Wood Iron or Steel~~ M.V. ATLANTIC QUEEN

## TONNAGE:—

GROSS 14567

UNDER DK. 13402

NET 8631

Built at Gothenburg

By Whom A/B Gotaverken

When 1948

MONTH 11

Owners Rederi A/B Monacus

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers B. Lenberg

Port belonging to Kungsbacka

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Harbour

Destined Voyage

WB=Cell D Bor D Ba

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any).
+ 100 AI 11.48		+ LMC 11.48 OG
Carrying petroleum in bulk		Oil Eng.

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. 4042 Port

Psd

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.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs.

Examined the bulkhead between Nos. 9 & 10 centre oil tanks. Cracks were found in the transverse bulkhead welding and plate at the junction of transverse and longitudinal bulkheads Port and Starboard commencing approximately 1' above the upper shelf plate.

On the starboard side crack extends vertically for 24" through the weld and runs 6" into the plate above where the longitudinal bulkhead corrugation turns outboard.

On the Port side the crack is in the plate 1" away from the corner weld and follows the contour of the longitudinal bulkhead for a distance of 2'-6".

Cracks were said to have been originally noted here by the ship's staff some 3 months ago, and were welded up by the Chief Engineer using a welding plant which is carried on the vessel.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels. (State if on Felt.)
Caulking of Decks	State if Tanks now tested	Obing. Plates under Sounding Pipes	When put on, Month Year
Coamings	Bulkheads	Engine Room Skylights	Boats
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	Cement or Asphalt. (State which.)	Oil Bunkers	Condition, how ascertained.
Outside Plating in way of sidelights	Rudder	Scuppers	(State if wedges removed)
Breasthooks	Steering gear and its connections	Cargo Hatchways	Sails
Transoms	Windlass	Hatches	Equipment letter
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables length mean diamr. (on board)
Floors		Transoms Pointers & Crutches ditto	Cables Rule length size
Keelsons		Timbers of Frame at openings ditto	Hawser & Warps
Stringers		Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves ditto	
		Salting ditto	
		(State if examined).	

## General Observations, Opinion as to Class, Recommendation, &amp;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 pnd 24, &c."

The vessel as far as now seen is in sound condition and eligible in my opinion to remain as at present classed without fresh record of survey.

Survey Fee (Per Section 29)	£	Fees applied for, 4-7-49
Special Damage or Repair Fee (if any) (Per Sec. 29)	Rs. 120/-/-	Received by me, 19
Travelling Expenses (if chargeable) and Launch Hire	Rs. 68/-/-	
Second Surveyor's Fee, if any	£	

Committee's Minute

20 SEP 1949

Character Assigned

Is now subject (in)

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



They had now opened up again in the same position, and that on the Starboard side extended into the plate.

All old welding was cut out from both sides. A small hole was drilled at the end of the crack in the plate(S.side) and the crack veed out from both sides. The job was then welded up from both sides and the corner was reinforced in No.10 tank by 7 small gussets made of 5/8" plate spaced at 5" intervals in the way of the crack and welded to longitudinal and transverse bulkheads. On completion of work No.9 tank was pressed up with water and the repairs were found tight.

94 James

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as 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.

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.	lbs.			
	1st Bower ..																
	2nd „ .																
	3rd „ .																
	Collective Weight																
	Stream . . .																
	Kedge . . .																

If Patent state name of Patent.

U.S. GOVERNMENT PRINTING OFFICE: 1880

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

This  
 " While  
 we underst  
 or any ina  
 f the Soci  
 ther Office

Cert. B.)