

Rpt. 8

REC'D NEW YORK DEC 5 1960

Port LOS ANGELES, CALIFORNIA

No. 6432

Date of writing Report Nov. 7, 1960

When handed in at Local Office

Received London

Survey held at L.A. Anchorage & Todd

No. of Visits twenty-five

First Date 10 Sept. 1960

Last Date 5 Oct. 1960

Shipyards Corp. San Pedro.

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

52647

on the Iron or Steel M.S.

S.S.

MV "ATHELBEACH"

Tons Gross 7533

Year 1950

Month 8

Built at Newcastle

By whom Hawthorne, Leslie & Co. Ltd.

When 1950

Owners

Athel Line Ltd.

Owner's address

(If not already in R.B.)

Managers

Port of Registry

Liverpool

Surveyed Afloat or in Drydock Both

Name of Dock Todd Shyds. San Pedro, Calif.

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

{ Last Report: No.

153750

Port

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{ To be filled in at Head Office.

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

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft. ins.

Damage Report to follow.

Was a damage report made by anyone else? If so, by whom? Lloyd's Agents.

EXAMINATION AND REPAIRS AS PER RULE FOR Collision Damage & Repairs & Owners Stern Frame Repairs:-

Damage stated to have been sustained as a result of collision with the SS "ATLANTIC GLORY" on September 10, 1960, at approximately 2114 hrs. at the entrance of the Los Angeles Harbour. The "ATLANTIC GLORY" entering Los Angeles Harbour fully loaded for bunkers, and the "ATHELBEACH" leaving harbour after discharging molasses.

For further particulars please see Vessel's Log Books.

NOTE:- The vessel was attended immediately after the reported collision while she lay at anchor in the Los Angeles Outer Harbour, and was found heavily damaged in the Starboard Side adjacent to the after end of the bridge house. The vessel entered the Todd Shipyard, San Pedro, Calif., on 11th September, 1960, where a survey was held afloat and later on drydock and the following damage and recommended repairs carried out:-

XXXXXXXXXXXXXXXXXXXX SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This Vessel so far as now seen is in good condition and is eligible in my opinion to remain as classed with fresh record of DS 10/60, Subject to stern frame (EW 5-58 Ps, EW 2/60 Ss, EW & re-inforced 10/60 Ss) being specially examined at the vessel's next drydocking.

Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK

DEC 14 1960

Minute

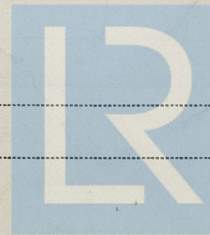
DS 10.60, Subject.

S.O. Lir.

SM-58

10-2-61

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Summer Tanks	Nos. 3 & 4 Ss	Yes
After " "	No	Wing Tanks		
Engine Space		Other Tanks		
Boiler "		Cargo Tanks (Tankers)	Nos. 4, 5 & 6 Ss.	Yes
Under Engines and Boilers		Cofferdams		
Tunnel and Well		Pump Rooms		
Coal Bunkers				
Chain Locker				
Other Spaces				
Have Tanks now Examined been Cleaned as Necessary?				
Have Struts in Cargo Tanks (of Tankers) been removed?				
Have Tanks been Retested as necessary after completion of any Repairs?				

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined? Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Y or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:

Shell plating	Good	Ceiling and Cargo Battens		Sluice Valves examined and found	
" " in way of side scuttles	Good	Cement or Asphalt		Air and Sounding Pipes	
Rudder and Sternframe	Good (See Rpt.)	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	
Beams and Fastenings		Companionways and Skylights	Good	Chain Locker	
Frames		Shell Openings		EQUIPMENT	
Reverse Frames	In Nos. 4, 5 & 6 cargo tanks & Nos. 3 & 4	Ash Shoots		Equipment Letter	
Longitudinals	Summer tanks Ss.	Overboard Discharges and Scuppers	Good	Anchors, No. of 3 & 1	Condition Good
Transverses		Freeing ports	Good	Cables (State if now ranged and examined)	
Floors		Steering Gear (Main and Auxiliary)	Good	" length Stated	mean diam.
Keelsons		examined and found	Good	" (on board) Complete	Size
Stringers	Good	Windlass examined and found	Good	Rule Length	Sufficient
Inner Bottom Plating		Pumps	" " "	Hawsers and Warps	
Bulkheads and Tunnel		W.T. Doors	" " "	State if any Anchors or Chain Cable have	No

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Bkg. \$ 75.00
 Survey Fee Owners Rprs. \$ 200.00

Special Damage & Repair Fee (if any) 1,050.00
 S.A.F.S. 85.00

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered Nov. 11, 1960

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on the

MV "ATHELBEACH"

FOUND

RECOMMENDED

STARBOARD SHELL PLATES:-

1. Plate K-14, Set in at after half length. Now renewed. (Size 1-3/8" x 52" x 20').
2. Plate K-12, set in at forward upper corner. Heat & fair when released. (approx. 2 sq. ft. area).
3. Plate K-13, set in, buckled & ruptured. Renew. (approx. size 1-3/8" x 52" x 33'8").
4. Plate J-14, After half of plate set in. Crop "J" Strake from frame #64 to 60" Plate J-13, set in, buckled & ruptured. aft of frame #58 & renew with two (2) plates. Plate J-12, Forward 12' set in. (Sizes - 1" x 63-1/4" x 20' & 1" x 63-1/4" x 33'8").
5. Plate H-14, set in, buckled & ruptured. Renew. (Size 5/8" x 89" x 28'-3").
6. Plate H-13, Forward three-quarters of plate set in. Crop & renew from 6" aft of frame #59 to forward butt. (Size 5/8" x 89" x 10').
7. Plate G-12, set in, buckled & ruptured. Renew. (Size 5/8" x 91" x 24'-11").
8. Plate F-11, set in at forward end of plate. Crop & renew from forward butt to frame #60. (Size 5/8" x 65-1/4" x 13'-10").
9. Plate E-12, heavily bulged at after end. Crop & renew from 5' forward of frame #60 to after butt. (5/8" x 73" x 11'8").

STARBOARD BULWARK PLATES:-

10. Plate L-8, set in, buckled, after butt weld fractured. Renew. (Size 1/2" x 46-1/2" x 20'-6").
11. Plate L-7, set in, buckled, & ruptured. Renew. (Size 1/2" x 52" x 21'8").

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STARBOARD BULWARK PLATES - continued:-

- | | |
|------------------------------------|---|
| 12. Plate L-6, set in & distorted. | Renew.
Size 1/2" x 52" x 21'-8"). |
| 13. Plate M-9, set in & ruptured. | Renew.
(Size 1/2" x 46-1/2" x 20'-3"). |
| 14. Plate M-8, set in and buckled. | Renew.
(Size 1/2" x 46-1/2" x 12'-6"). |

STARBOARD DECK PLATES:-

- | | |
|--|---|
| 15. Main deck stringer plate buckled & ruptured. | Crop & renew from a welded butt 1' aft of frame #63 to 30" aft of frame #59.
(Size of plate 13/16" x 65" x 35'). |
| 16. Main deck "D" plate, buckled. | Crop & renew from a welded butt at frame #63 to 2' forward of frame #59.
(Size of plate 5/8" x 86 1/2" x 33'). |
| 17. Main deck gunwale bar buckled & ruptured. | Crop & renew from 2' forward of frame #64 to 1' aft of frame #58. (54 linear feet of 3/4" x 7" x 7" riveted angle bar.) |
| 18. *Tween deck stringer plate buckled & ruptured. | Crop & renew from a butt 8" forward of frame #63 to 1' aft of frame #59.
(Size of plate 1/2" x 48" x 26'). |
| 19. Tween deck "D" plate, buckled. | Crop & renew from 12" forward of frame #61 to frame #60.
(Size of plate 1/2" x 42" x 10'). |
| 20. Tween deck gunwale bar, buckled & ruptured. | Crop & renew from a welded butt at frame #63 to 2' aft of frame #59.
(36 linear feet of 1/2" x 6" x 6" angle). |

NOS. 4, 5 & 6 CARGO & NOS. 3 & 4 SUMMERCARGO TANK INTERNALS, STARBOARD SIDE:-

- | | |
|--|--|
| 1. Longitudinal shell frame #1 buckled & ruptured. | Crop & renew from 6" forward of frame #63 to 4' aft of frame #59.
(38' of 3/8" x 3-1/2" x 7" bulb). |
|--|--|

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NOS. 4, 5 & 6 CARGO & NOS. 3 & 4 SUMMER

CARGO TANK INTERNALS, STARBOARD SIDE - continued:-

22. Longitudinal shell frame #2 buckled & ruptured. Crop & renew from 6" forward of frame #63 to 3' aft of frame #59.
(37' of 3/8" x 3-1/2" x 7" bulb).
23. Longitudinal shell frame #3 buckled & ruptured. Crop & renew from frame #62 to frame #59.
(Size 25' of 3/8" x 3-1/2" x 7" bulb).
24. Longitudinal shell frame #4, buckled. Crop & renew from frame #62 to 2' forward of frame #59.
(23' of 3/8" x 3-1/2" x 7" bulb).
25. Longitudinal shell frame #5, buckled. Crop & renew from 4' fwd of frame #61 to 2' aft of frame #59.
(20' of 3/8" x 3-1/2" x 7" bulb).
26. Longitudinal shell frame #6, buckled. Crop & renew from 3' 6" fwd of frame #61 to 3' aft of frame #59.
(22' 6" of 1/2" x 3-1/2" x 11" bulb).
27. Longitudinal shell frame #7, distorted. Crop & renew frame 2' fwd of frame #61 to 2' aft of frame #59.
(20' of 1/2" x 4" x 12" channel).
28. Longitudinal shell frame #8, distorted. Crop & renew from 5' fwd of frame #62 to 3' aft of frame #59.
(32' of 1/2" x 3-1/2" x 10" bulb).
29. Longitudinal shell frame #9, distorted. Crop & renew from vicinity of frame #61 to #59.
(18' of 1/2" x 3-1/2" x 10" bulb).
30. Longitudinal shell frame #10, distorted. Crop & renew 12' of 1/2" x 3-1/2" x 11" bulb in vicinity of frame #60 & #59.
31. Longitudinal shell frame #11, distorted. Crop & renew 12' of 1/2" x 4" x 12" ship channel in vicinity of frames #60 & #59.



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CARGO TANK INTERNALS, STARBOARD SIDE - continued:-

32. Transverse web frame #61 distorted & adrift from main deck to longitudinal frame #9. Crop out & renew, including brackets. (Size - Approx. 28' long, 66" maximum width, of 1/2" plate, 1/2" x 8" face plate, 1/2" x 4" x 6" riveted shell bar).
33. Transverse web frames #59 & #62 badly distorted in way of summer tanks. Crop out & renew, including brackets. (Size - approx. 10' long, 52" width of 1/2" plate, 1/2" x 8" face plate, 1/2" x 4" x 6" riveted shell bar).
34. Main deck transverse beams at frames #59, 61 & 62, set in and distorted. Crop out & renew beams at frames #61 & #62. (Size 1/2" x 12" x 10'6", 3/8" x 5" face plate). Crop out & renew beams at frame #59. (Size - 1/2" x 12" x 4'6", 3/8" x 5" face plate). Renew brackets.
35. Main deck longitudinal beams, #1 & #2 from outboard, distorted. Crop & renew #1 beam from frame #63 to 10' aft of frame #60. (35' of 3/8" x 3-1/2" x 7" riveted bulb angle). Crop & renew #2 beam from frame #63 to 8' aft of frame #60. (33' of 3/8" x 3-1/2" x 7" riveted bulb angle). Renew brackets.
36. Tween deck longitudinal beam, #1 from outboard, distorted. Crop & renew from 4' fwd of frame #61 to 6' aft of frame #60. Renew bracket.
37. Tween deck longitudinal beam #2 from outboard, distorted slightly. Heat and fair when released.
38. Tween deck bulkhead at frame #60 badly buckled and distorted. Crop out and renew. (Size 1/2" x 8'10" x 10'6"). Renew stiffeners. (Size 3/8" x 3-1/2" x 5" x 8').

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CARGO TANK INTERNALS, STBD. SIDE - continued:-

38. - Continued:-

Renew riveted bounding bars.

(Approx. 40 linear feet).

Renew brackets.

39. Outboard 6" of bulkhead between #5 &

#6 tanks, kinked, with stiffeners in way,

distorted.

Crop & renew outboard 6' of bulkhead.

(Size 7/16" x 6' x 22'6").

Renew outboard vertical serrated bulkhead stiffener (1/2" x 4" x 8" x 19'-6" angle bar).

Renew outboard 5' of 2 horizontal web bulkhead stiffeners. (19" wide, 3/8" x 3-1/2" x 7" welded bulb angle flange).

Heat & fair one (1) vertical stiffener.

Renew riveted bounding angle bar.

(Size 1/2" x 4" x 6"). Renew brackets.

40. Transverse web frame #59 slightly distorted in #6 tank.

Crop out distorted area & install welded insert. (Size 1/2" x 22" x 26").

41. Transverse girder at frame #61 in #6 tank set in and distorted.

Renew section under summer tank.

(Size 7/16" x 21" x 6'6", 9/16" x 8" face plate, 1/2" x 4" x 4" angle bar connection).

Heat & fair additional inboard 4' of girder. Renew brackets.

MAIN DECK HOUSE, STARBOARD SIDE:-

42. Deckhouse bulkhead at frame #61 heavily set in and distorted.

Crop out & renew damaged section of bulkhead. (Size 8' x 15'6", four (4) 1/2" x 4" x 4" x 8' angle stiffeners & brackets, 1/2" x 4" x 4" & 1/2" x 4" x 6" bounding angles). Crop out & renew damaged part of door frame.

43. Bulwark stiffeners, fashion plate, cap-rails, fittings & trim heavily set in, buckled and distorted.

Renew two welded longitudinal bulwark stiffeners. (40 linear ft. of 3/8" x 3-1/2" x 7" bulb angle). Renew three (3) brackets. Renew 12 linear ft. of stiffeners. (1/2" x 6" flat bar).

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MAIN DECK HOUSE, STARBOARD SIDE - continued:-

43. - continued:-

Renew riveted doubler in fashion plate (Size 5/8" x 30" x 38"). Renew 20" x 24" closed chock & install by heavy continuous fillet weld.
Renew breast plate between fashion plate & bulkhead - size 1/2" x 42" x 60", 72" of 1/2" x 4" x 4" riveted angle trim).
Renew 20 linear feet of fashion plate caprail. (Size 3/8" x 3-1/2" x 6").

BRIDGE DECKHOUSE, STARBOARD SIDE:-

44. Bridge deck plate, bulwark plate, stiffeners & deck beams heavily set in and buckled.

Crop & renew section of bridge deck stringer plate. (Size 5/16" x 45" x 23'6").
Crop & renew section of bridge deck "D" plate. (Size 5/16" x 90" x 23'6").
Crop & renew outboard 12' of transverse deck beam at frame #62. (Size 1/2" x 12" with 1/2" x 6" face plate).
Crop & renew outboard 3 longitudinal deck beams (48 linear feet of 3/8" x 3-1/2" x 6 bulb angle).
Crop & renew bulwark plating with radius bend (36 linear feet of 7/16" x 44" plate).
Crop & renew angle bar trim top and bottom of bulwark plate. (Size 3/8" x 3" x 3" top, 3/8" x 4" x 4" bottom).
Renew five bulwark stiffeners. (1/2" x 4" x 6" x 44").
Renew teakwood caprail. (39 linear ft. of 3" x 8").

45. Bridge deckhouse bulkhead heavily set in and buckled.

Crop & renew approx. 250 sq. ft. of 5/16" steel bulkhead.
Renew 20 linear feet of 3" x 4" bounding angle. Renew blkhd stiffeners & brackets.
Remove & refit or renew 4 airport

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BRIDGE DECKHOUSE, STBD. SIDE:- continued:-

45. - continued:-

assemblies and one (1) lens.

46. Bridge deck wooden covering bulged, splintered in spots, steel deck under buckled.

Remove old & renew eight (8) strakes 2-1/2" x 5" D.F. decking, (308 linear feet).

BOAT DECK, STARBOARD SIDE:-

47. Boat deck plating, coaming and stanchions buckled, distorted and torn.

Crop & renew 100 sq. ft. area of boat deck. (5/16" thick). Heat and fair 80 sq. ft. area of deck while re-

leased.
Renew four (4) boat deck stanchions.
(Two (2) 1/2" x 4" x 8'4" angle bar, two (2) 4" x 10" x 8'4" channel).

Renew boat deck coaming. (38) linear feet of 3/8" x 13" steel plate).

48. Boat deck wooden covering bulged, steel deck under buckled.

Remove old & renew 22 strakes of 2-1/2" x 5" D.F. ships decking. Caulk, pay & sand. (436 linear feet).

49. After boat davit trackway out of alignment, welds cracked. Handrail in way distorted & welding cracked.

Heat, fair and align davit trackway; vee out & reweld in three (3) places. Fair & reweld 6' of 2" handrail. Test operation of lifeboat davit in accordance with Lloyds Register Rules.

50. PIPING & FITTINGS:-

50. Piping & fittings distorted, ruptured & misaligned in way of damage.

Remove & reinstall overboard discharge clapper valves & shell connections, using new bolts & gaskets. (one (1) 5", one (1) 4" & one (1) 2" flanged valves).
Remove & renew complete the following sections of drain lines from quarters:-
One (1) 5" x 16' pipe having one (1) flanged offsticker 4" IPS x 6" Lg at 15° angle & one (1) 90° bend.

MV "ATHELBEACH"

PIPING & FITTINGS - continued:-

50. - continued:-

One (1) section 4" x 7" pipe having one (1) 90° bend), one (1) 1-1/2" IPS flanged off-sticker 15" long at 15° bend.

One (1) section 2" x 17' pipe having two (2) flanged off-stickers, one (1) 1-1/2" IPS x 18" long & one (1) 2" IPS x 12" long.

One (1) section 1-1/2" IPS x 30" long flanged pipe having one (1) 90° bend and one (1) drain plug. One (1) length of 1-1/2" IPS x 30' pipe.

One (1) 4" IPS deck drain in way of after stbd corner from bridge deck to upper deck including hangers.

One (1) 3" IPS fireline in way of after bulkhead of amidship house from flanged joint about 6' outboard from centerline to the fire stations on bridge deck & boat deck. Approx. length 40'. - Furnish & install one (1) new 2-1/2" flange angle valve on bridge deck.

One (1) 3" IPS deck drain after starboard corner of boat deck to weather deck. (approx. 25' long).

ELECTRIC WIRING:-

51. Electric wiring & associated fittings broken & damaged in collision area.

Remove & renew approx. 25' of 3/4" conduit from flood light junction box on boat deck down & inboard to starboard passageway. (60' of wire).

Remove & renew approx. 20' of 3/4" conduit from junction box on starboard weather deck overhead aft & up through boat deck nipple to existing conduit leading up to boat davit limit switch. (Approx. 65' plastic covered wire).

Remove & renew approx. 15' of 3/4" conduit from stbd outside deck light inboard to stbd passageway. (40' of wire).

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"ATHELBEACH"

ELECTRIC WIRING:- continued:-

1. - continued:-

Renew broken lens on outside decklight;
Renew mounting bracket. Renew two (2)
fixtures in staterooms. Renew approx.
400 linear ft. of 2 conductor L & A
cable on bulkheads in way of damage.

MISCELLANEOUS FITTINGS:-

2. Vertical ladder in #3 summer tank, To be renewed.
destroyed.

3. Wooden inclined ladder from bridge to To be renewed.
main deck, stringers & rungs broken.

4. Two (2) door steel locker in shelter To be renewed.
deck area destroyed.

5. Screen bulkhead of bosen's locker, To be Heated & faired in place.
buckled.

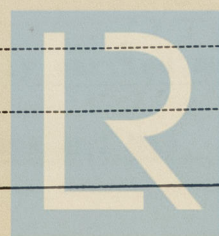
6. Teakwood weather door, bridge deck, Rehang door on new hinges. Repair door
starboard aft, adrift, hinges broken, door frame.
frame distorted.

7. Ventilation registers in Ch. Officers Remove, fair and reinstall.
stateroom, inoperable.

8. Three (3) 1" steam smothering valves on Renew & test on completion of renewals.
main deck, broken.

9. Control wheel broken off of locking Refit wheel.
device, after track, starboard boat davit.

10. Gas ejector hatch on main deck stringer Remove ejector hatch from old stringer
plate, slightly distorted. plate, heat & fair & install on new
stringer plate with new doubler & 20" x
27" opening.



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"ATHELBEACH"

On September 23, 1960 the vessel placed on drydock for underwater damage repairs and the following additional damage and recommended repairs carried out:-

FOUNDRECOMMENDEDStarboard Side Shell Plate No. F-11:-

et in extending from frame #60 to after
elded butt.

OTE:- Additional to item #8 in the fore-
going repair.

Shell plate renewed for full length.
(Additional size of plate - 5/8" x
65-1/4" x 16 ft.)

Starboard Side Shell Plate No. E-11:-

et in for a length of 32" at forward end.

Crop the forward 32" of plate E-11 &
renew as one (1) plate with plate No.
E-12 renewal (See Item #9 of the fore-
going repair).

Starboard Bilge Keel:-

Bilge keel heavily set down in way of
shell plate E-11 for approx. 30 ft. & bulb
heavily gouged for approx. 4 ft., adjacent
shell bar heavily set down & weld connections
o shell fractured.

Bilge keel remove, heat & fair & re-
place by riveting as original, 30 ft.
x 12" bulb bar & weld & dress heavily
scored section of bulb.

Shell bar remove & renew for approx.
18 ft. x 6" x 1/2" plate & scallop weld
to shell as original.

Starboard Side Main Deck Plate in "C"Strake:-

Deck plate fractured for approx. 14"
adjacent to damaged adjacent D-Strake deck
late at welded seam in centre castle in
icinity of frame #63.

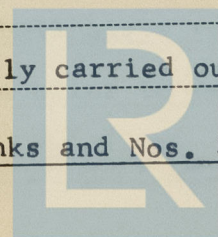
Crop out defective material & install
by welding a section of insert plate,
approx. 29" x 22" x 5/8" & re-rivet to
deck longitudinal, as original.

MISCELLANEOUS:-

Damaged plywood screen bulkheads, linoleum, tile deck covering in starboard
passageway renewed as necessary.

Damaged furniture and fittings in 2nd and 3rd Officers staterooms together with
eck head and bulkhead plywood screen bulkheads renewed and repaired as necessary.

The above recommended repairs have now been satisfactorily carried out, and on
ompletion repairs tested including Nos. 4, 5 and 6 cargo tanks and Nos. 3 and 4



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continued:-

hammer tanks fitted and tested to Rule Requirements and proven tight.

NOTE:- The vessel's shell plating are riveted at seams and welded at end butts.

The steel used in the foregoing repairs is of tested steel. Owing to difficulty in obtaining 1-5/16" thick shell plating for renewal of K strake plating (sheer) and 5/16" thick J-strake plating, it was agreed with the Owner's Representative to use 3/8" and 1" shell plating respectively. (Test certificates for the above plating attached).

OWNERS REPAIRS - STERN FRAME (SRL-EW Ps 5/58, EW 2/60 Ss).

The vessel's stern frame found fractured just aft of previous weld along edge of heel shell plate (starboard side) - see attached sketch.

The fracture now veed out to a depth of 3" x 4" wide and 28" long, - the veed area checked by magnetic particle test and found free of further fractures and the stern frame in way pre-heated to 400°F and checked by temp. stick during the welding operation of building up the veed out area, necessary trammels set up at end of stern frame skeg to maintain true alignment during welding and reinforcing.

On completion of welding the repairs checked by metallic particle test and proven satisfactory, a suitable 2" x 14" x 12 ft. long reinforcing plate fitted at bottom of stern frame by welding and plug welding as shown in accompanying sketch. - On completion the stern frame stress relieved to 1150°F at area of repairs and asbestos trapped to allow for slow cooling and trammels removed.

The above repairs are considered a satisfactory repair and it was recommended the vessel's stern frame (EW & reinforced 10/60) be specially examined at the next drydocking.

RL - Previous electric repairs to stern frame (EW 5/58) now specially examined and found to remain efficient.

RUDDER REPAIRS:- Rudder bushes slack. - Rudder lifted, top and bottom wood bushes renewed. - Bottom pintle wasted, now renewed with brass bush, Upper pintle taper pressed and refitted to gudgeon. - Rudder scaled in way of area between gudgeons, examined and recoated. - Rudder replaced and swung on completion of repairs.

NOTE:- Attached to this report are two copies of sketch of shell plate renewals, material test certificates, four photographs of damage prior to repairs, and sketch of stern frame repairs.