

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7-5-40 When handed in at Local Office 11-5-40 Port of Falmouth.
 No. in Survey held at Falmouth Date, First Survey 23-4-40 Last Survey 6-5-1940
 Reg. Book. 20224 on the Wool, Iron or Steel TS. MS. "ATHELKING" (No. of Visits 8)
 TONNAGE:— Built at Newcastle By whom Swan, Hunter & W. R. Chas. Ltd when 1926-3
 GROSS 9557 Owners Athel Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 8895 Managers Port belonging to Liverpool
 NET 6019

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Falmouth No. 3 Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

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. 3108 Port Hf

(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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Damage.

Damage stated to have been caused: (a) through grounding in Houston River on 11th January 1940 whilst on voyage from Houston to Le Havre, loaded ship, and (b) through grounding and the port bow striking the river bank at Bufadero when entering channel on 14th March 1940 after passage from Le Havre, in ballast.

On examination of the vessel in dry dock, damage was found in five different places. The damage to the port bow can be allocated to damage (b) but it is not possible to differentiate between (a) and (b) for the others. In the report the damages are shown separately.

Now Done: Vessel placed in dry dock. The bottom, keel and rudder [PTO]

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	4			3 (2)				7 Plc. bilge base plate cracked & renewed.
Removed and Fair'd or Repaired		2						
Fair'd or Repaired in place	5	1						

PRESENT CONDITION OF THE

State if Tanks have been examined inside	✓	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
State if Tanks now tested	✓	Dbing. Plates under Sounding Pipes	✓	(State if on Bolt).	✓
Bulkheads	✓	Engine Room Skylights	✓	When put on, Month	✓
Ceiling	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Boats	✓
Cement or Asphalt	✓	Oil Bunkers	✓	Masts, Yards, &c.	✓
(State which.)	✓	Scuppers	✓	Condition, how ascertained	✓
Rudder	✓	Cargo Hatchways	✓	(State if wedges removed)	✓
Steering gear and its connections	✓	Hatches	✓	Sails	✓
Windlass	✓	Planking of Wood Vessels	✓	Equipment letter	✓
Have pumps now been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	✓
Have Sluice Valves now been examined and found efficient?	✓	Treenails	✓	Chain Locker	✓
Have Watertight Doors now been examined and found efficient?	✓	Breasthooks & Stemson	✓	Cables (State if now changed)	✓
Have Ventilators and their Coamings been examined and found efficient?	✓	Transoms Pointers, & Catches	✓	length (on board)	✓
	✓	Timbers of Frame at openings	✓	Rule length	✓
	✓	Ditto Ditto at other places	✓	Hawser & Warps	✓
	✓	Stringers, Clamps & Shells	✓	Standing and Running Rigging	✓
	✓	Setting	✓		✓
	✓	(State if examined.)	✓		✓

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 pld 24, &c."

This vessel, so far as now seen is in a good & efficient condition and capable, in my opinion, to remain as classed with fresh record of survey 5,40.

Survey Fee (per Section 20)	£	Fees, applied for,	13 th May 1940
Special Attendance	2	Received by me,	19
Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

2 100A
 Carr: Molasses or
 pet: in bulk

CN Thomas

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W375-0003 1/3

T.S. MS. "ATHELKING"

cleaned, examined, placed in good condition and recoated.
Repairs: Ventilators & their cranking examined & found in good condition.

Damage (b).Port Bow.Shell Plating.

No 2 plate in "B" stroke renewed.

No 1 plate in "C" stroke faired in place and No 2 plate renewed. Chopping strips in way removed, faired and replaced.

No 1 plate in "D" stroke renewed. Scrubbed riveting in No 2 plate renewed.

No 2 plate in "E" stroke renewed. Scrubbed riveting in No 3 plate renewed.

Inside Fore Peak Tank.

Aftermost floor renewed to centre line. Shell frame faired in place.

No 3 (from centre line) b.a. bulkhead stiffener faired in place.

Fore Peak Bulkhead.

Base plate cropped and after part renewed.

Inside Fore Deep Tank.

No 1 & 2 floors (numbered from peak bulkhead) renewed to centre line. Shell frames removed, faired and replaced.

Peak bulkhead boundary angle cropped & part renewed.

A number of rivets to No 1 & 2 keel plates renewed.

Fore peak and fore deep tanks afterwards tested under water pressure and found satisfactory.

Damages (a) or (b) or both.(i) Starboard Side Bottom.

No 10 plate in "B" stroke in way of No 7 main tank faired in place.

(ii) Starboard Side in way of No 8 tank."E" Stroke.

No 10 plate found grooved to a depth of about $\frac{1}{4}$ in, the grooving running across the width of the plate alongside the after edge of No 9 plate, with hair fractures along the bottom of the grooving. The plate in the vicinity was good. Repair carried out as follows:- Forward butt landing of No 10 plate cut off through the grooving; after overlap of No 9 plate drawn in flush with No 10 plate. Countersinks welded up, extra holes drilled and quadruple riveted outside butt strap fitted.

"D" Stroke.

The above fracture was found to have extended slightly to the adjacent plate in "D" stroke for a length not exceeding the width of the outer seam. The fracture was weeded out and welded.

C.N.T.

[PTO]

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															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
39714.	-	4 1/8	6 1/2	-	2-3-22	-	-	-	Anchor shackle.	Not stated.	25-4-40. Sunderland Norman.
Iron Stream Chain or Steel Wire...											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

TS.MS. "ATHELKING".Damages (a) or (b) or both - Cont'd.(iii) In Way of Ford Main Pump Room. Port and Starboard sides.

The plates taking the sea valves were found grooved to a depth of about $\frac{1}{4}$ " the groovings running alongside the ford and after edges of the sea valve doubling plates with hair fractures along the bottom of the grooving. The plating in the vicinity was good. Repairs were carried out as follows:-

Existing doubling plates cut off, grooving and fractures vee'd out and welded. New extended doubling plates fitted to cover welding. Bilge keel tee-bar in way cut back.

(iiii) A number of keel or shell rivets in way of Nos 4, 5, 11 main tanks and ford pump room renewed.

(v) Starboard anchor and cable ranged, examined, placed in good condition & restowed.

Repairs:- Crown pin locking bolts of starboard anchor renewed. Anchor shackle renewed.

CNT.

RETAIN