

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:—
GROSS 9557 Built at Newcastle By whom Swan, Hunter & W. P. Chapman, Ltd when 1926-3
UNDER DK. 8895 Owners Athel Line Ltd Owners' Address (if not already recorded in Appendix to Register Book)
NET 6019 Managers _____ Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Falmouth No. 3 Destined Voyage _____
WB=Cell DBorDBa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ 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 Hfsc
(Periodical Surveys, when held, must be reported in detail and scrutiny 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned New or Renewed.	Machinery and Boiler Survey (Including date of N.B., if any).
<u>+100 A1</u>	<u>11,39.</u>	<u>+LMCCS. 2,39.</u>
<u>SS. Bkn. No. 3-10,37.</u>		<u>12,39.</u>
		<u>DBS 12,39.</u>
		<u>+NE. 11,34.</u>
		<u>CL 11,39.</u>

Carrying molasses or Petroleum in bulk.
Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

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	<u>4</u>			<u>3 (2)</u>				<u>7 Plc. bilge base plate cracked & replaced.</u>
Removed and Faired or Repaired		<u>2</u>						
Faired or Repaired in place	<u>5</u>	<u>1</u>						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Deck	<u>good</u>	<u>good</u>	<u>good</u>
Painting of Decks	<u>good</u>	<u>good</u>	<u>good</u>
Stowings	<u>good</u>	<u>good</u>	<u>good</u>
Rigging & Fastenings	<u>good</u>	<u>good</u>	<u>good</u>
Outside Plating	<u>good</u>	<u>good</u>	<u>good</u>
Plating in way of sidelights	<u>good</u>	<u>good</u>	<u>good</u>
Hatchways	<u>good</u>	<u>good</u>	<u>good</u>
Transoms	<u>good</u>	<u>good</u>	<u>good</u>
Frames	<u>good</u>	<u>good</u>	<u>good</u>
Longitudinals	<u>good</u>	<u>good</u>	<u>good</u>
Transverse	<u>good</u>	<u>good</u>	<u>good</u>
Beams	<u>good</u>	<u>good</u>	<u>good</u>
Stringers	<u>good</u>	<u>good</u>	<u>good</u>
Inner Bottom Plating	<u>good</u>	<u>good</u>	<u>good</u>

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 p124, &c."

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

Survey Fee (per Section 29)	£			Fees, applied for,
Special Attendance	£	10	10:00	13th May 1940
Other Expenses (if chargeable)	£	2	2:00	Received by me,
Surveyor's Fee (if any)	£			19

C. Thomas
Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Character Assigned 100A
Carr: Molasses or Pet. in bulk



TS. MS. "ATHELKING"

cleaned, examined, placed in good condition and recoated. Ventilators & their cranks examined & found in good condition.

Repairs:

Damage (A)

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) s.a. bulkhead stiffener faired in place.

Fore Peak Bulkhead.

Base plate cropped and outer part renewed.

Inside Fore Deep Tank.

Nos 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 1/4", 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.

RETAIN

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When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Lloyd's Register Foundation W375-0003 2/3

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 grooving 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 veed 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