

Rpt. 8

WRECK SECTION

18 NOV 1959

No. 17901

Date of writing Report 7-11-59

When handed in at Local Office NO

Received London

Survey held at Esbjerg

No. of Visits one

First Date 21-10-19 59

Last Date 21-10-19 59

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.

02619 on the Iron or Steel M.S.

"ATALANTA"

Tons gross 9373

Built at Gothenburg

By Whom Eriksberg M/V A/B

Year 1930 Month 9

Owners Rederi A/S Atalanta

Owners' address (If not already in R.B.) Copenhagen

Managers A.N. Petersen

Port of Registry Copenhagen

Surveyed Afloat or in Drydock afloat

Name of Dock Esbjerg harbour

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. 938

Port Luey

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+ 100 A 1	+ LMC
SS (Dr) 10/55	CS 10/55
DS 10/58	d 10/58
	CLp & s 10/58

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR Condition Survey

As the vessel had to be towed to Hamburg for breaking up, the Compagny that was carrying out the towing required in interim certificate, stating that the vessel was fit for this contemplated voyage, to be issued.

CONTINUATION OVER/OR 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 Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? NO

Is Classification Certificate required? If so, to be sent to no.

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

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 is in my opinion suitable for being towed from Esbjerg to Hamburg as a hulk.

Signature
25/11/59

S. Sandem
Surveyor to Lloyd's Register of Shipping

TUESDAY - 1 DEC 1959

Noted for Header

© 2020 Lloyd's Register Foundation

TABLE 1

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

Have the spaces now surveyed been cleared and cleaned as necessary? yes
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? no
 Have the bilges been cleaned out and examined? no Has cement in bottom been examined? no
 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? none
 Has a Load Line Survey been held? no 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? no 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—Yes, or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—			
Shell plating	—	Ceiling and Cargo Battens	—
" " in way of side scuttles	—	Cement or Asphalt	—
Rudder and Sternframe	—	Cargo and other Hatchways	good
Decks	good	Hatches and closing appliances	good
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good
Coamings and Casings	good	Companionways and Skylights	good
Beams and Fastenings	good	Shell Openings	good
Frames	—	Ash Shoots	—
Reverse Frames	—	Overboard Discharges and Scuppers	good
Longitudinals	—	Freeing ports	good
Transverses	—	Steering Gear (Main and Auxiliary)	—
Floors	—	examined and found	good
Keelsons	—	Windlass examined and found	good
Stringers	—	Pumps " " "	—
Inner Bottom Plating	—	W.T. Doors " " "	—
Bulkheads and Tunnel	—		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee kr. 150.- Second Surveyor's Fee (if any)
 Special Damage or Repair Fee (if any) Date when A/c. Rendered 14 NOV. 1959
 Travelling Expenses (if chargeable) 91.- ENTERED IN COPENHAGEN ROUGH FEE BOOK ON THE

119 NOV 1959

Rpt. 9a
 Port of "BRITTA" Continuation of Report No. 17908 dated on the

79 off bottomframes renewed
 43 off intercostals renewed
 Tanktopplating in way of DB no. 3 (S & P) cropped and part renewed.
 Tanktopplating in way of DB no. 2 & 4 (S & P) faired in place.
 Frames:- In way of repairs.
 Stb. side:-
 4 off frames cropped, part removed, faired & refitted
 14 off frames faired in placed.
 Port side:-
 12 off frames cropped, part removed, faired & refitted
 9 off frames faired in place.
 Following repairs carried out to upperdeck-plating:-
 In way of hatchway nos.:- 2 & 3:-
 In way of frs. nos.:- 91 - 102 at stb.side and
 in way of frs. nos.:- 88 - 102 at port side viz:-
 Deckbeams in way of above frs. nos. (S & P) faired in place.
 In way of hatchway nos.:- 4 & 5:-
 In way of frs. nos. 27 - 42 (S & P)
 Stringerplating released and faired in place, strake next to cropped and part renewed.
 Deckbeams in way of above frs. nos. (S & P) faired in place.
 Wear & Tear:-
 A number of minor repairs effected.
 Condition of class:-
 The items noted in the SRL vis:- Wavy bottomplating, wavy upperdeck stringer and adjoining deckplating between frs. 29 - 40 and 92 - 100 (P & S) have now been dealt with and may now be deleted from the Special Reason List.
 Please see damage report.
 Stringerplating released and faired in place, strake next to cropped and part renewed.

© 2020 Lloyd's Register Foundation
 002515-002521-0201 2/2