

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th Jan. 51. When handed in at Local Office 19...
 Port of Bremen
 No. in Reg. Book 52061 Survey held at Vegesack and Bremerhaven Date, First Survey 13th January Last Survey 21st August, 1950.
 on the Wood, Iron or Steel TSMT "ATALANTA" (No. of Visits 22)

TONNAGE:— Built at Gothenburg By whom Eriksbergs Aktieb. When 1930 MONTH 9
 GROSS 9854.43 Owners Rederi A/B Dalen Owners' Address
 UNDER DK. 8911.23 Managers Otto Kihlström Port belonging to Gothenburg
 NET 5651.24

Surveyed Afloat or in Dry Dock? Both Name of Dock Norddeutsche Lloyd Bhn Destined Voyage Abadan
 Cell D Bor DBa feet; uE & B. feet; f. feet }
 total capacity tons. FPT tons; APT tons; MT. feet tons. }
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1942 Port Albg.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

| CHARACTER. | Machinery and Boiler Surveys (Including date of N.B., if any). |
|----------------------------|--|
| *100 Al 11.48 Ham | LMC 6.44 |
| ssGotNo. 3-8.40 | LMC(M) 4.46 |
| ssGot.No. 1-44 | DBS 1.48 |
| | CL 11.48 |
| Carrying petroleum in bulk | |

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 } 8' 10 1/2 ins.

Was a damage report made by anyone else? if so, by whom?
 REPAIRS, OR EXAMINATION AS PER RULE, FOR FIRE DAMAGE, REPAIRS, WEAR AND TEAR, SPECIAL SURVEY "C".

DOCKING: Vessel dry docked, when the bottom, rudder (lifted), stern frame, keel, and stem were cleaned and found or put in good condition, afterwards recoated.
 DOCKING REPAIRS: Rudder lifted, top, pintle and bush renewed, bottom bush rewooded. Portside No. 5 cargo tank 40 rivets renewed. Plate E6 indented, faired in place. Bilge keel 30 ft. damaged, renewed.
 Starboard Side, plates G/H indented on seam, plates released in way of damage and faired in place. Internals in way released and faired. All cargo tanks and cofferdams tested to Rule requirements, while vessel lay in dry dock.
 Main injections, port and starboard, new openings cut in shell plating "D" strake frames 39/40. In accordance with approved plan dated 19.8.50.

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. Longit. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|---------------------------------|---------------|---------|------------|---------------------------|----------------|----------------------|-------------|------------------|
| Renewed | 52 | 18 | | | 48 | | 132 | Transverses 12 r |
| Removed and Faired or Repaired | | | | | 26 | | | Web 4 r |
| Faired or Repaired in place ... | 3 | | | | | | | Pillars 6 r |

| PRESENT CONDITION OF THE | | Bulkheads | | Engine Room Skylights | | Copper, or Y.M. | |
|--|------|--|------|-------------------------------------|--------------------|------------------------------------|--------------------|
| Decks | good | | good | | good | | (State if on Feet) |
| Caulking of Decks | " | Celling | - | Coal Bunkers, Openings, Covers, &c. | - | When fitted, month | Year |
| Coamings | " | Cement or Asphalt | good | Oil Bunkers | good | | |
| Beams & Fastenings | " | Rudder | " | Scuppers | " | Boats | good |
| Outside Plating | " | Steering gear and its connections | " | Cargo Hatchways | " | Masts, Yards, &c. | " |
| " " in way of sidelights | " | Windlass | " | Hatches | " | Condition, how ascertained drilled | 14 mm |
| Frames | " | Have pumps been examined and found efficient? | yes | Planking | | (State if wedges removed.) | et |
| Reverse Frames | " | Have Sluice Valves been examined and found efficient? | | Caulking | | Equipment letter | e |
| Longitudinals | " | Have Watertight Doors been examined and found efficient? | - | Treenails | | Anchors, No. of | 3 B 1 S |
| Transverses | " | Have Ventilators and their Coamings been examined and found efficient? | yes | Breasthooks & Stemson | | Cables (State if now ranged) | yes afloat |
| Floors | " | Air and Sounding Pipes | good | Transoms, Pointers & Crutches | | " length 300 mean diam. | 2 7/16 |
| Keelsons | " | Doubling Plates under Sounding Pipes | yes | Timbers of Frame at openings | | " Rule length 300 size | 2 9/16 |
| Stringers | " | | | " " at other places | | Chain Locker | good |
| Inner Bottom Plating | " | | | Stringers, Clamps & Shelves | | Hawsers & Warps | sufficient |
| Have the Tanks been examined internally? | yes | | | Salting | State if examined. | Standing and Running Rigging | efficient |
| Have the Tanks been tested? | yes | | | | | Sails | - |

General Observations, Opinion as to Class, Recommendation, &c.:—This vessel
 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
 so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of ssBmn-8.50, without special conditions.

| | | | |
|---|-----------|---------------|-------------------|
| Survey Fee (per Section 29) | Special C | £ 200 : 0 : 0 | Fees applied for, |
| Special Damage or Repair Fee (if any) (per Sec. 29) | Repairs | £ 450 : 0 : 0 | Str. Lgts 26/4 |
| Travelling Expenses (if chargeable) | | £ 10 : 0 : 0 | Received by me, |
| Second Surveyor's Fee (if any) | | £ : : : | 19 |

Committee's Minute
 Character Assigned 8.50 Bmn
 55 Bmn - 8.50 + LMC 8.50 without sp edn
 Both S(CL)N 8.50 + HE 8.50 DBS 8.50
 white hand Amend RB
 24 APR 1951
 Lloyd's Register of Shipping
 Surveyor to Lloyd's Register of Shipping.
 2020
 Lloyd's Register of Shipping
 FOUNDATION
 CERTIFICATE WRITTEN

002515-002521-0235 1/2

Is Certificate required? Yes

FIRE DAMAGE REPAIRS, effected afloat, (this had to be carried out prior to carrying out the requirements of Special Survey "C").

Shell plates buckled, distorted or otherwise affected by intense heat and chilling.

Port Side, and Starboard Side.

Plates, strake O, Nos. 3, 4, 5, 6, and 7 renewed.

" " N, " 4, 5, 6, 7, and 8, "

" " K, " 4, 5, 6, 7, and 8 "

Doubler over butt of K7 and 8 continuous from frame 40 to 44 renewed.

Plates, strake J, Nos. 4, 5, 6, and 7 renewed.

" " G, " 4, 5, and 6 renewed.

Fashion plates at break of poop renewed

Internals, port and starboard, transverse frames Nos. 18 and 22 from upper deck to boiler flat level renewed, Nos. 26, 30, 34 and 38 renewed for full length.

Longitudinal frames, port and starboard, 1st, 2nd, second deck connections, 3rd, 4th, engine room store flat connections, 5th, and 6th, below renewed from frame 18, and forward to frame 41.

Oil tight bulkhead at frames 41, and 43 plates between upper and second deck, renewed across from shell to shell.

Oil bunker internals transverse frame at 42, web frames centre line division diaphragm plates between upper and second decks renewed.

Cofferdam bulkhead, at frame 44 between upper and second decks, plates renewed.

Pillars, port and starboard, renewed throughout.

Deck plating, boat deck renewed complete, see attached plan of poop accommodation structure.

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

ANCHORS.

| 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. | | | |
| 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 CHAIN CABLE. | | Length and size per rule. | | Description. | Makers of Cables. | Where and when tested and Superintendent. |
|--|---------------------------|-------|-----------------------|-----------|------------------------|------|---------------------------|-------|--------------|-------------------|---|
| | Length. | Diam. | Stain- lory. | Breaking. | Supplied. | | Per Rule. | | | | |
| | | | | | Fathoms. | Ins. | Tons. | Cwts. | | | |
| Iron Stream Chain } or Steel Wire } | | | | | | | | | | | |

Poop deck, from frame 6 to 41 all plates renewed.

Upper deck (main deck), from frame 21 to 44 all plates with doublers renewed.

Second deck, from frame 18 to 41, all plates renewed.

CONTINUED.....

T.S.M.T. "ATALANTA"

Engine-room flat, from frame 18 to 41, port and starboard sides, renewed.

Deck beams, upper deck longitudinal deck beams, port and starboard side, 36 beams renewed.

2nd deck longitudinal deck beams, port and starboard side, 9 beams renewed, and 9 removed, paired and refitted (stress relieved).

Pipes and fittings, drainage from accommodation, pantries, wash basins, WC etc.

Port side, 5 - 4", 1 - 3", 4 - 2 1/2", 1 - 2",

Starb. side, 3 - 4", 1 - 3", 4 - 2 1/2", 1 - 2",

Air and fitting pipes, 3 - 3" aft peak, 2 - 2" drinking water tanks, 3 - 3" fresh water tank,

1 - 3" fuel oil overflow, 4 - 2", cofferdams, 2 - 2" lub oil tank, 2 - 2" overflow, 4 - 3 1/2" and 2 1/2"

ballast water, 2 - 4" summer tank, 2 - 4" cofferdam.

REPAIRS WEAR AND TEAR: Overflow tanks led to special overflow compartment in engine room, DB tanks as per approved plans. Cofferdam space fitted.

Rudder upper stock lifted and trunk space examined in good condition.

Engine foundations reconstructed as per approved plans.

For Period. Special Survey (C), see Docking and,

cargo tanks, suction struts lifted, cargo hold, fore and after peaks engine and bunker spaces cleared for survey.

All steel work throughout all parts of the vessel carefully examined and found or put in good condition, and coated where applicable. (Lining on ship's side burnt out, ships side plates were renewed).

Cargo tanks, double bottom tanks, and peak tanks tested with head of water as required by the Rules.

Decks, hatchways, hatches, cargo battens, air and sounding pipes, plates under sounding pipes, windlass,

steering engine, pumps, scuppers, skylights, boats, masts, spars, rigging, anchors and chain cables

(cables ranged afloat), hawsers, warps, and all found, or put in good condition.

Freeboard verified.

J. K. Camp