

23 NOV 1948

No. 105640

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 19... When handed in at Local Office... 30 OCT 1948... Port of... NEWCASTLE-ON-TYNE

No. in Survey held at... North Shields... Date, First Survey... AND... Last Survey... 28/10/48... 19

Reg. Book. on the Wood, Iron or Steel... "ATHELKNIGHT" (No. of Visits... ONE)

90031

TONNAGE :- Built at... Sunderland... By whom... Sir J. Laing & Sons Ltd... When... 1948

GROSS... 9188... Owners... Athel Line Ltd... Owners' Address... (If not already recorded in Appendix to Register Book).

UNDER DK... 7950... Managers... Port belonging to... Liverpool

NET... 5260

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock... Smith Dock Co. Ltd... Destined Voyage...

Cell/D/Bor/D/Ba... 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. Port

(Periodical Surveys, when held, must be reported in detail and serially 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING

Now Done:- Vessel placed in dry dock, bottom & rudder cleaned examined & re-coated. Examined:- Decks, casings, hatchways & closing appliances, ventilators, steering gear and rudders, and all found in good order. No Repair effected.

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

PRESENT CONDITION OF THE								
Decks	Good	Bulkheads	not bad	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt.)	When fitted, Month Year
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	Boats	Good	"
Coamings	"	Cement or Asphalt	"	Oil Bunkers	not bad	Masts, Yards, &c.	"	"
Beams & Fastenings	not bad	Rudder	Good	Scuppers	"	Condition, how ascertained	from deck	(State if wedges removed)
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Equipment letter	✓	
" " In way of sidelights	not bad	Windlass	Good	Hatches	Good	Anchors, No. of	✓	
Frames	not bad	Have pumps been examined and found efficient?	not bad	Planking	✓	Cables (State if now ranged)	✓	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	✓	" length mean diamr.	✓	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	✓	" Rule length size	✓	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	✓	Chain Locker	✓	
Floors	"	Air and Sounding Pipes	not bad	Transoms, Pointers & Crutches	✓	Hawsers & Warps	✓	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	✓	Standing and Running Rigging	Good	
Stringers	"			" " at other places	✓	Sails	✓	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	✓			
Have the Tanks been examined Internally?	No			Salting	State if examined.			
Have the Tanks been tested?	No							

## General Observations, Opinion as to Class, Recommendation, &amp;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 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."

This vessel so far as seen is in good order and eligible in my opinion to remain as classed with record of dry docking 1948.

Survey Fee (per Section 29) £ : : Fees applied for, 19

Special Damage or Repair Fee (if any) (per Sec. 29) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : :

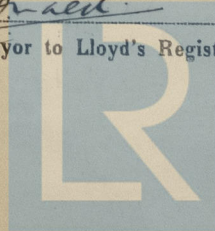
Second Surveyor's Fee (if any) £ : :

No LICENCE SUPERVISION

Committee's Minute

Character Assigned See minute on F.E. Rpt. Sld 34993.

Surveyor to Lloyd's Register of Shipping.



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004263-004274-0149



## SURVEY OF MACHINERY.

M.V. "ATHELKNIGHT."

FIRST SURVEY

and

LAST SURVEY 28.10.48

No. OF VISITS

One.

Vessel placed in dry dock; examined propeller and outside fastenings and found in good order. W.D. not taken.

~~SURVEYOR TO LLOYD'S REGISTER.~~  
~~NEWCASTLE-ON-TYNE.~~

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.

[illegible]

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.