

-5. JUL. 1967

/NP.

Ship's Name ~~MS~~ "ATHELBEACH" Port NEWCASTLE UPON TYNE

Processing Number: LR 502828 Gross tons 7533 Rpt. No. 3443

Port of Registry Liverpool Date of build 8-1950 Is there a Rpt. 9? No

No. of visits 19 First date 2.6.67. Last date 14.6.67.

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 16.6.67. Surveyed at, if different from Port above North Shields

Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination 14.6.67.

Has a Load Line Survey been held? No. Summer freeboard ~~is~~ verified Yes

State which additional Rpt. 8 is attached: (Cont); (A); (~~XXXXXXX~~)

Survey fees	Damage fee	Expenses
SS (1/2 Fee)		£4. 9. 0.
£139. 0. 0.		
		S.A. fee £12. 12. 0.

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

WeX have surveyed the above-named ship in accordance with the Rules for Periodical Special Survey (C) and Docking

The following structure was generally found to be reduced in scantlings.

Chain Locker - Centre line bulkhead plating forward and all stiffeners from deck head to 4 feet above bottom, port and starboard bulkhead stiffeners from deck head to 4 feet above bottom. Bottom plating not examined.

Forward Deep Cofferdam - 6 forward bulkhead stiffeners and 4 horizontal diaphragm plates.

Nos. 1 to 10 Cargo tanks P & S:-

Longitudinal bulkheads - part plating and stiffeners.
Transverse bulkheads - At frames 52, 54 & 75 complete.
At frames 46, 49, 57, 60, 63, 66, 69 & 72 lower part only.

Transverses - Parts in all tanks.
Inboard and outboard longitudinal girders and vertical Bulkhead Webs - Below summer tank deck level
Frames - Bottom shell, upper side shell, summer tank bottom and side longitudinals.

Nos. 4, 8 and 9 cargo tanks (p & s) were partially staged, no opportunity

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

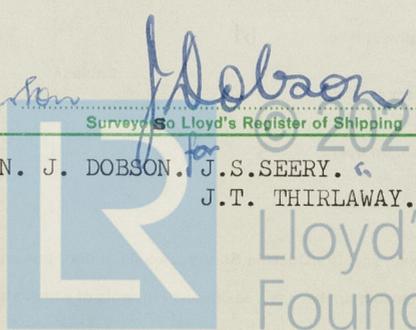
WeX recommend, therefore, that this ship remain as classed with ~~xxxxx~~ fresh record of dry docking. 6/67 with notation SS (with date) on completion of recommended repairs.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Date of Committee

Minute

S. SANDERSON. J. DOBSON. J.S. SEERY. J.T. THIRLAWAY.



ALSO FOR
SPL FOR
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	†Condition		†Condition
Shell plating	Efficient	*Hatchways	Efficient
Sternframe	Efficient	*Ventilators & air pipes	Efficient
Rudder	Efficient	*Casings	Efficient
Was rudder lifted?	No	*Fiddley openings	Efficient
Plating, etc. In way of shell openings	Efficient	*Skylights	Efficient
F.P. spaces	Efficient	*Flush deck scuttles	Efficient
Chain locker	Efficient	*Deckhouses & companionways	Efficient
A.P. spaces	Efficient	*Superstructures	Efficient
Engine space	Not examined	*Side, bow & sterndoors	None
Boiler space	Not examined	*Side scuttles & deadlights	Efficient
Under E. & B.	Not examined	*Ash shoots, etc.	None
Coal bunker	Not examined	Scuppers, discharges & valves	Efficient
Tunnel & well	Not examined	Guard rails & bulwarks	Efficient
Duct keel	Not examined	Freeing ports	Efficient
Cement, asphalt, etc., on btm. shell	Good in spaces examined	Gangways xxxxx	Efficient
Weather decks	Efficient	Fittings & appliances for timber deck cargoes	None
Sounding pipes with doublers under	Efficient	Means of escape:	
Windlass	Good	(a) machinery spaces	Not examined
Masts & standing rigging	Efficient	(b) crew and passenger spaces	Not examined
Hand pumps & suctions	Efficient	(c) spaces in which crew normally employed	Not examined
W.T. doors	Efficient	Communications between:	
Fire equipment	S.E.C. Valid	(a) bridge & eng. room	Not examined
		(b) bridge and alternative steering position	Not examined
		Steering control systems (main and alternative)	Not examined
Other items:		Helm indicator	Not examined
		Protection of aft steering wheel & gear	Not examined
		Steering arrangements (main)	Not examined
		" " (aux.)	Not examined

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date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

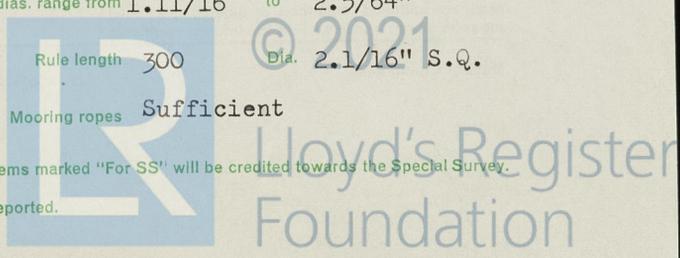
B.O.T. 14.7.67.

EQUIPMENT:

Equipment letter	b†	} Cables	State if ranged	Part ranged
Fee ltr., if diff. from eqpt. ltr.	-		Length on board	300 fathoms
Anchors: No. on board	3		Mean dias. range from	1.11/16 to 2.5/64"
			Rule length	300 Dia. 2.1/16" S.Q.
			Mooring ropes	Sufficient

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



Rpt. 8 (cont.)

Ship's Name SS/MS "ATHELBEACH"

Port NEWCASTLE/TYNE Rpt. No. 3473

was given for an inspection of the deck longitudinals.

Nos. 1 to 6 Summer tanks P & S - Parts of Deck (tank bottom) transverse bulkheads, deck head and side shell longitudinals.

Midship Pump Room - The lower parts of centre line bulkhead, longitudinal girders, below summer tank deck level, bottom and side shell longitudinals and pump seatings (see also S.R.L.)

Fresh water tank starboard - Forward bulkhead stiffeners.

Rudder Trunk - Lower bulkhead plating and stiffeners.

Upper Deck - Deck plating in way of No.4 summer tanks port and starboard sides.

Boat deck - deck plating aft, machinery casing, engine room, boiler room and galley skylights.

Shell - The following plates indented and require to be dealt with (all numbered from aft)

Keel plates Nos. 8, 15 & 16, port side F8, H6, 7, 8, 9, 14, 16.
Starboard side C16, G15, 16, H14, 18 & 19
(see also S.R.L)

Equipment - Chain cable found to be below renewal diameter in all except 5 lengths.

In view of the excessive amount of renewals required to meet the Special Survey requirements the Owners decided to sell the vessel for scrap.

The Owners have requested a Certificate for Towage to Spain (see separate report).

S.R.L. No. 270 - Set in and indented bilge strake plating in way OF No.8 (p) cargo tank and main pump room also bottom shell structure in way of main pump room examined and found to be efficient.

S.R.L. Appendix No.19 - Indents in a few bottom and side shell plates (p & s) and shell plate No.3 (P from fwd) 2nd below sheer examined and found to remain efficient.

Machinery Docking Survey - Propeller and outside fastenings examined and found in good order.
Weardown not taken.



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