

COPY.

Lloyd's Register of Shipping.

Port

BANGKOK, THAILAND.

15th April, 1941.

This is to Certify that

N. A. Richardson
the undersigned Surveyor to this Society did at the request of

The Mitsubishi Shoji Kaisha Ltd, Bangkok, on the 11th April 1941, attend on board the Steel Screw Steamship "ATLANTIC MARU" of Hashidate, No. 70203 in the Register Book, as she lay at Kohsichang Harbour Thailand, for the purpose of examining damage stated to have been caused by S.S. CHAI CHERNG KHA striking her, and recommending repairs.

The log book of the "ATLANTIC MARU" reads :-

"Wed. 9.4.41. 5-15 P.M. Steam lighter CHAI CHERNG KHA struck our stern with her stern by her bad manoeuvring when taking alongside the ship, and sustained considerable cracked damage to the counter of the ship".

The Master of the "CHAI CHERNG KHA" reports :-

"I beg to inform that today at 5.15 p.m. at the time when "s.s." "Chai Cherng Kha" will come alongside the m.s. "Atlantic Maru" at Koh Sichang, owing to the steam tug "Kheng Reng" towing the s.s. "Chai Cherng Kha" too close to the m.s. "Atlantic Maru" thus causing collision to this vessel.

"The stern part of m.s. "Atlantic Maru" was being holed to the size of 2'-3" wide by 5'-6" long and about 4 metres above the water line".

The Master of the S.S. "KHENGRENG" reports :-

"In accordance with instructions received from the Company to assist the S/L "CHAI CHERNG KHA" going alongside the "ATLANTIC MARU" at Koh Sichang, when the master of the "CHAI CHERNG KHA" at 5.30 p.m. on the 9th inst. ordered the "KHENGRENG" to do so, this was proceeded with.

"The towing started from a position about 4 cables from the "ATLANTIC MARU" on its Starb. quarter and the lighter was to go alongside the steamer's Starb. side.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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- 2 -

" Arrived near the steamer with slow speed, heading up
"alongside the ship, the "KHENGRENG" ceased towing, keeping
"the towrope slack but ready to tow again if necessary.

" When close to the steamer, the "CHAI CHERNG KHA", for
"some reason unknown to the "KHENGRENG", suddenly began to sheer
in towards the steamer's stern, and, before the "KHENGRENG" could
"start pull the "CHAI CHERNG KHA's" bow away, this collided with
"the "ATLANTIC MARU's" stern.

" The bow of the "CHAI CHERNG KHA" stuck in the hole it had
"made in the stern of the steamer and the "KHENGRENG" assisted
"towing it away and then alongside the ship to the appointed
"position".

Upon examination the undersigned :-

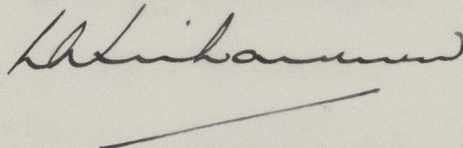
FOUND

First plate in first and
second strake stard. below
vertical counter plating holed.
Hole approx. 3'-9" vertically
and 8" across, confined to one
frame space.
Hole approx. 13'-0" above load
line, and above aft peak tank top.

RECOMMENDED

Temporary repairs to be made
by fitting $\frac{1}{2}$ " plate on outside
and bolting in position, using
every second rivet hole in
frames, and drilling holes
in plate top and bottom.
Large cement box to be built
inside at least 4'-9" x three
frame spaces.
Permanent repairs to be made on
completion of present voyage.

The undersigned did not see the completion of the above temporary
repairs, as he was unable to wait for, or return before completion,
but the Master of the vessel stated that the repair as recommended
would be carried out.





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