

Reykjavik. 13 January 1943.

Dear Sir!

As far as I can remember, the Oiltanker "Athelempress", was anchored up at the outer road at Reykjavik, between Ray Engey and Kjalarnesi, and the vessel went ashore in a gale, the vessel was brought afloat. The crew tried to tighten a leakage in port side of the aftest pump-room, where the plate in the bottom was indented and leaking in seams and rivits, by means of an cement box, but this repair failed. After this I was called on board the vessel. Commander Wallace from D.S.T.O. Reykjavik went on board with me. By examination of the repair, i saw that the cementblock was lose on the shipside and leaking, because the block was cast on the shipbottom, without to clean the steelwork for oil and grease, I told the crew to break the block up again, clean the steelwork by means of caustic soda, and make a new casting similar to the old one. After this, I was not called on board more, the vessel went to the Whalefjord for discharging the cargo, and no certificate of seaworthiness was required, and therefore I have not send any account. Later I have heard, that the new repair tokes well.

I am dear Sir Yours faithfully,

W. J. J. J.

To Paymaster Lt. Cmmdr. Hart.

D.S.T.O. Reykjavik.

Reykjavik. 18 January 1943.

26 FEB 1943
LONDON

Dear Sir:

As far as I can remember, the Oil tanker "Athena" was anchored up at the outer end of Reykjavik, between the Hugin and Kjarnast, and the vessel went ashore in a gale, the vessel was brought up. The crew tried to tighten a leakage in port side of the steam pump-room, where the plate in the bottom was indented and leaking in seams and rivets, by means of an cement box, but this repair failed. After this I was called on board the vessel. Commander Wallace from D.S.T. O. Reykjavik went on board with me. By examination of the repair, I saw that the cement block was lost on the ship's side and leaking, because the block was cast on the ship's bottom, without to clean the steelwork for oil and grease, I told the crew to break the block up again, clean the steelwork by means of caustic soda, and make a new coating similar to the old one. After this, I was not called on board more, the vessel went to the Wharf for discharging the cargo, and no certificate of seaworthiness was required, and therefore I have not read any account. Later I have heard, that the new repair was well.

I am dear Sir Yours faithfully,

W. H. ...

H
R.D.

26 FEB 1947

D.S.T.O. Reykjavik.

Paymaster Lt. Cmdr. Hart.



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