

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 8/5/42 Port of BARRY.
 No. in Reg. Book 761 Survey held at BARRY. Date, First Survey 8/4/42 Last Survey 5/5/1942
 on the Wood, Iron or Steel M/V "ATHELKNIGHT" (No. of Visits 14)

TONNAGE:— Built at Port Glasgow By whom R. Duncan & Co Ltd When 1930
 GROSS 8940 Owners Athel Line, Ltd Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 8304 Managers — Port belonging to Liverpool
 NET 5724

Surveyed Afloat or in Dry Dock? Both Name of Dock Barry graving dock Destined Voyage —
 Cell DBor DBa — feet; uE&B — feet; f — feet } Particulars of Classification (which must be inserted
 total capacity — tons. FPT — tons; APT — tons; MT — feet } precisely as in Register Book & Supplements

N.B.—All alterations in the existing records of tanks should be inserted.
 Last Report, No. 4384 Port DEM.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+ 100 A-6,41</u>	<u>+ 4. M. 6.</u>
<u>S.S. Bot. No 2-38.</u>	<u>6. d 12, 38.</u>
	<u>9, 40.</u>
	<u>D.B.S. 6, 41</u>
	<u>6. B.S. 9, 40</u>
	<u>U.S.L. 8, 40.</u>

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 offered not reqd
 Was a damage report made by anyone else? if so, by whom? not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated & have been caused by 1. Heavy weather on various voyages from 3rd November 1941 till 27th March 1942.

2 Grounding at Georgetown on 19th February 1942
Now done:- Vessel placed in dry dock, Bottom rudder cleaned & examined & recoated.

All Cargo, fore & after peak & bunker tanks tested, a considerable number of rivets in bottom shell & bulkhead plating leaking. Overlap butt in D strake in way 110 10 Cargo tank port riveted, P.S.D strake 110 12 plate two small fractures cut out & E. Welded S.S.E 10 fractured at end of bilge keel shell bar, doubling plate for pump room section valve removed & one doubling plate 26' 0" long fitted. C 10 fitted with doubling plate over fracture D 12. Two small fractures cut out & E welded

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>(State if on Felt.)</u>	Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted Month Year
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>good</u>	Boats <u>good</u>	Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>	" in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches & Covers <u>"</u>	Condition, how ascertained <u>how deck</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>No</u>	Hatches & Covers <u>"</u>	Condition, how ascertained <u>(State if wedges removed.)</u>	Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>No</u>	Planking <u>—</u>	Equipment letter <u>d7</u>
Longitudinals <u>good</u>	Have Watertight Doors been examined and found efficient? <u>No</u>	Planking <u>—</u>	Equipment letter <u>d7</u>	Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Caulking <u>—</u>	Anchors, No. of <u>3B 1S</u>
Floors <u>"</u>	Air and Sounding Pipes <u>"</u>	Treenails <u>—</u>	Anchors, No. of <u>3B 1S</u>	Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Breasthooks & Stemson <u>—</u>	Cables (state if now ranged) <u>4-yes</u>
Stringers <u>"</u>	Have the Tanks been tested? <u>Yes</u>	Transoms, Pointers & Crutches <u>—</u>	Cables (state if now ranged) <u>4-yes</u>	Inner Bottom Plating <u>"</u>	Have the Tanks been tested? <u>Yes</u>	Timbers of Frame at openings <u>—</u>	" length <u>300 fath</u> mean diam. <u>28.7</u>
Have the Tanks been examined internally? <u>Yes</u>	Salting <u>(State if examined.)</u>	" " at other places <u>—</u>	" Rule length <u>300 fath</u> size <u>28/16</u>	Have the Tanks been tested? <u>Yes</u>	Salting <u>(State if examined.)</u>	Stringers, Clamps & Shelves <u>—</u>	" Chain Locker <u>—</u>
Have the Tanks been tested? <u>Yes</u>		Standing and Running Rigging <u>—</u>	Sails <u>—</u>			Stringers, Clamps & Shelves <u>—</u>	Chain Locker <u>—</u>
		Standing and Running Rigging <u>—</u>				Stringers, Clamps & Shelves <u>—</u>	Chain Locker <u>—</u>
		Sails <u>—</u>				Stringers, Clamps & Shelves <u>—</u>	Chain Locker <u>—</u>

General Observations, Opinion as to Class, Recommendation, &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 is eligible in my opinion to remain as classed and to have record of Survey 5.42 and notation of Examined 5.42 (12 months)
Subject Indented shell plating P.S. in way Nos 1 & 2 Summit tanks, Permanent repairs to keel & bottom plating etc in No 1 & 2 P.S. fractured & rawse pipe

Survey Fee (per Section 20) <u>£ 14 : 0 : 0</u>	Fees applied for, <u>8/5/1942</u>
Special Damage or Repair Fee (if any) <u>£ 21 : 0 : 0</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>£ : 19 : 0</u>	
Second Surveyor's Fee (if any) <u>£ : : 0</u>	

Committee's Minute note
 Character Assigned 100% Subject Examined 5.42
D.B.S. 5.42 Subject

FRI. 22 MAY 1942

Hannah W.G. Paton
 Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

T.S.M.V. Atheltight.

H 2 P 15 fractures cut out & welded.

Two Bulkhead brackets renewed in No 8 Tank

Three " " " " " No 10 "

Considerable number of defective rivets in CL bulkheads renewed.

P.T.S Bulge Keel shell bar partly renewed.

Approximate No of rivets renewed. 3600, Caulked 1100, Seams caulked 220 yds

On completion repairs all Cargo Tanks, fore & after peak tanks and F.D. Tanks tested & found or made tight.

Damage No 2.

Vessel placed in dry dock Bottom rudder cleaned examined and recoated. Cables ranged, a number of slack studs hardened up. One cable joining shackles strained, repaired & tested at Provig House.

S. R. List. Cable lifters renewed.

Nothing done towards the remaining items in special Reamers list now reamers found in order.

General Examination

Now done:- Vessel placed in dry dock Bottom rudder cleaned examined recoated. All Cargo tanks Main Deck, fore deep tanks fore peak tank

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
	1st Bower ...														
	2nd "														
	3rd "														
	Collective Weight.														
	Steam														
	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.	When and where tested and Superintendent.	
	Length.	Dia.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Dia.				
					Fathoms.	Inch.	Tons.	Tons.						Cwts. qrs. lbs.

plak spaces, Machinery space, decks. Casings ventilators & coamings Hatchways & closing apparatus. General equipment. Steering gear & connections. Windlass. generally examined.

Repairs Wear & Tear. 3 B.A fore raft stiffeners on CL Bld renewed No 5 Tank

1 B.A fore raft stiffeners on CL Bld renewed No 7 Tank

H. W. Paton

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.