

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

When handed in at Local Office

Port of

No. in
Reg. Book.

Survey held at BIRKENHEAD

Date, First Survey

24/6/38

Last Survey

1/11/38

1938

70196

on the Wood, Iron or Steel

T.S.M.V.

"ATHELMONARCH"

(No. of Visits)

48

YEAR.

MONTH.

TONNAGE

GROSS 8995

UNDER DECK 8354

NET 5350

Built at Port Glasgow

By whom

W Hamilton & Co Ltd.

When 1928

9

Owners United Molasses Co Ltd

Owners' Address

Port belonging to Liverpool

Managers

Surveyed Afloat or in Dry Dock? Both

Name of Dock Cammell Laird

Destined Voyage

WB=CelldBorDBa

feet; u&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No.

70196 11072 Port New Lir

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Amended and expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 A1 3.38		+LMC
S.S. Rot N° 2-36		CS 2.36
		10.36
		DBS 3.38
		T.S. (CL)
		R.N. 2.36
		S 10.36

Carrying Molasses & Petroleum in bulk

Society's Freeboard (if assigned) as
painted on Ship and now verified

OIL ENGINE

CONTINUOUS SURVEY

PROGRESSIVE SURVEY

OF OIL TANKS

(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

Yes to Supt. — not required

Was a damage report made by anyone else? If so, by whom? Casbourne & Turner W.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE. stated to have been caused by

- ① Heavy weather on various voyages and various dates prior to 18th March 1938
(see deferred reports)
Heavy weather on various voyages between dates 18th March 1938 and 13th June 1938.

Vessel grounding at Neuvitas Bay on 22nd May 1938.
Contact with "S.S. City of Edinburgh" in Cammell Laird Basin 27th June 1938
Fire whilst lying in Cammell Laird Basin - 3rd September 1938.

Vessel placed in dry dock, shell and rudder cleaned examined & coated.
(See continuation)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	15	/	/	as report
Removed and Fair'd or Repaired	/	/	/	/	2	/	/	
Fair'd or Repaired in place	4	/	/	/	/	/	/	

PRESENT CONDITION OF THE	State if Tanks have been examined inside as report	Air and Sounding Pipes last examined good	Copper, or Y.M. of Wood Vessels (State if on left.) When put on, Month Year
Decks Good	State if Tanks now tested as report	Dblng. Plates under Sounding Pipes " "	Boats
Caulking of Decks " "	Bulkheads last examined good	Engine Room Skylights Good	Masts, Yards, &c. Good
Coamings " "	Ceiling " "	Coal Bunkers, Open'gs, Lids, &c. " "	Condition, how ascertained from deck (State if wedges removed) ✓
Beams & Fastenings last examined good	Cement or Asphalt last examined good (State which.) Good	Oil Bunkers " "	Sails
Outside Plating Good	Rudder " "	Scuppers " "	Equipment letter d + ✓
" " in way of sidelights ✓	Steering gear and its connections " "	Cargo Hatchways Good	Anchors, No. of 3 - ✓
Breasthooks ✓	Windlass " "	Hatches " "	Chain Locker ✓
Transoms ✓	Have pumps now been examined and found efficient? no	Planking of Wood Vessels	Cables (State if now ranged) no
Frames last examined good	Have Sluice Valves now been examined and found efficient? ✓	Caulking ditto	" length (on board) mean diam. ✓
Reverse Frames ✓	Have Watertight Doors now been examined and found efficient? ✓	Treenails ditto	" Rule length size
Longitudinals last examined good	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stems ditto	Hawser & Warps ✓
Transverses " "		Transoms Pointers, & Crutches ditto	Standing and Running Rigging ✓
Floors " "		Timbers of Frame at openings ditto	
Keelsons " "		Ditto Ditto at other places ditto	
Stringers " "		Stringers, Clamps & Shefts ditto	
Inner Bottom Plating " "		Salting ditto (State if examined.)	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel so far as now seen is in good condition and is eligible in our opinion to remain as classed with fresh record of Survey Blm 11.38.
(Progressive Survey of oil tanks.)

Survey Fee (per Section 20) £

Special Damage Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

10 NOV 1938

Received by me,

13/12/38

15 NOV 1938

Committee's Minute

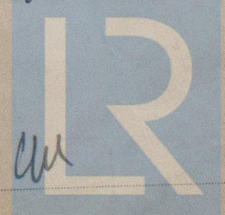
Character Assigned

Both S. 9.38

Carrying molasses & Petroleum in bulk.

S.S. without Spl. Cdn.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

Is certificate required? If so, to be sent to

W176-00744 x

2.

T.S.M.V. "ATHELMONARCH"DAMAGE REPAIRS.Main Engine Seatings.

Main engine seating sole plates renewed. (8 plates.) 4 butt strap renewed.
Fore & aft top angles renewed.

Athwartship top angles (centre line) renewed from frame 23 to 41
(double angles of heavier scantling - $6 \times 4 \times \frac{5}{8}$ ")

N^o 42 single bar renewed

Athwartship top bars std side renewed N^{os} 24 to 35 (double bars)

" " " " " N^{os} 36 to 40 cropped & part renewed (" ") butts & w.

" " " Portside renewed N^{os} 24 to 34 (double bars)

" " " " " N^{os} 35 to 41 cropped & part renewed (" ") butts & w.

all bars increased in section to $6 \times 3\frac{1}{2} \times \frac{5}{8}$ - additional row of holes drilled in plates.

6 doubles fitted to Tank top. - (removal of heavier scantling)

2 division plates renewed.

Starboard outboard guide Vertical angles to floor N^o 30 renewed increased scantling - additional holes drilled.

F & Aft top bars & athwartship top bars hydraulically riveted.

Vertical guide plates left $\frac{1}{4}$ " proud & chipped flush.

Twisting of seating hammer tested & about 940 rivets renewed.

Engine room double bottom tanks (cofferdams, lubricating oil tanks, dry & fresh water & D.B. oil fuel tanks) cleaned examined internally & tested.

Engine room tank top & bilges cleaned & examined.

Heavy Weather Damage

N^{os} 1, 2, 3, 9 and 10 main cargo tanks cleaned examined & tested.

forward cofferdam, engine room side bunkers cleaned examined & tested.

after pump room flooded to floor level.

approximately 1400 shell and internal rivets renewed

" 70 ft " " " landings, clipped & caulked

" 1270 " " " " caulked.

" 1770 " " " rivets caulked

a few shell rivets & a few feet of landings built up electrically.

N^o 1 Tank std side after bulkhead. N^{os} 2 & 7 legs removed, paired & refitted.

" " " " " N^{os} 4 & 5 legs renewed.

N^o 3 " " " forward " N^{os} 3 & 9 legs removed & tee bars fitted.

" " " " " N^{os} 7 & 8 legs removed, paired & refitted.

Strut in engine room at after peak bulkhead welded.

All wooden decks painted & caulked

Wireless house repaired

41400-92114

3.

T.S.M.V. "ATHELMONARCH"

DAMAGE REPAIRS (contd)

Shell plating P side D5 from forward released & faired in place.

E6 " " faired in place.

1st length of bilge keel removed, faired & refitted.

Shell bar in way faired in place.

"City of Edinburgh" Damage.N^{os} 4, 5, 6, 7 and 8 main cargo tanks together with Summer tanks in way cleaned, examined and tested.

Riveting hammer tested & defective rivets renewed.

Port side - navigating bridge -

3 beams renewed. 3 tie lugs to curtain plate renewed

3 tie lugs in way of fore & after renewed of heavier scantling.

2 tie plates part renewed - end stringer plate renewed.

Curtain angle renewed.

Stanchions, scupper pipe, stays, weather boarding &c renewed or repaired as required. Wood deck part renewed.

P side lower bridge.

Rail, weather boarding &c part renewed.

P side bridge deck

Moulding & planking part renewed.

Deck house side plating released & faired in place, 1 plate renewed.

Portlights, accommodation &c removed & refitted. 1 Davit renewed

After well. P side

Bulwark rail cropped & part removed faired & refitted

" plating released & faired in place.

5 " stanchions renewed Washport guard rails faired in place.

Sheer strake faired in place locally.

Boat deck - P side - Stanchions, scupper pipe, curtain angles brackets, rails &c removed, repaired or renewed as required.

Stringer plate faired in place.

Approximately 1450 shell and internal rivets renewed

" 65 ft of shell " " landings clipped & caulked.

" 1600 ft " " " " caulked.

" 2270 " " " " rivets caulked.

N^o 1 tank P side after bulkhead.

2 bracket lugs removed faired & refitted - 2 renewed.

local doubling plate fitted to bulkhead. - 5 brackets removed & refitted

N^o 1 tank S side - fwd bulkhead.

1 lug renewed & 1 removed faired & refitted

N^o 2 tank S side.N^o 2 web plate faired in place - shell lug renewed.N^o 2 Summer Tank P side.N^o 5 web plate, 3 shell angles & face bar removed, faired & refitted

(See continuation)

T.S.M.V. "ATHELMONARCH"

DAMAGE REPAIRS (contd)Fire DamageEngineers Accommodation Roof deck

Deck house top renewed, 12 beams & 24 beam knees renewed.

2 beams in way of flying bridge cropped & part renewed.

Angle iron & after renewed (about 50 ft.) Tie lugs renewed.

4 pillars removed, faired & refitted.

Riveting of deck house small hammer tested & a few rivets renewed.

Wood deck inside & on top of deckhouse renewed.

Foundation angles renewed.

Shyflights, Vents, jockey stay awning spars, rails stanchions,

Compasses, telegraph, &c &c removed from house top, repaired, renewed as necessary & refitted.

Insulation & brine girds removed & refitted as necessary.

All fittings, plumber work, furniture, upholstery, bulkheads,

&c &c removed from inside deck house renewed or repaired as required & refitted.

WEAR & TEAR REPAIRS.

Flash sounding pipe renewed.

Forward pumproom coaming renewed.

After pumproom top — double fitted.

Some shell plates sealed.

2 local doublers fitted to after bulkhead of No. 3 Summer tank & side.

3 Stiffener bracket lugs & 1 bracket removed & refitted.

A few minor repairs carried out.

Some pitting of engine room tank top built up electrically.

General examination made of decks, coamings, casings, hatchways and Vents — all found in order.

SRL : S.S. No. 3 (progressive survey of oil tanks) — all main cargo tanks and S.R. Side oil fuel bunkers tested.

Refitted & repainted