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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

1st July, 1931.

Dear Sirs,

I beg to acknowledge the receipt of your letter of the 29th ultimo respecting the steamer "ATHENDALE", and in reply to acquaint you that in May 1930 the Society's Surveyors at Newcastle reported that the 2nd Special Survey No.1 had been partly held by the examination of the bottom and rudder in drydock, the drilling of the shell plating, the examination of the weather decks (clear of bridge and bridge space), hatchways hatches, chain locker, windlass, steering gear and chains; the internal examination of Nos. 1, 2, 3 and 4 D.B. tanks; the ranging of the cables; the testing of Nos. 1 and 4 tanks; the lifting of the ceiling in Nos. 1 and 4 holds and the verification of the freeboard. The Surveyors also reported that the engine survey has been fully carried out.

To complete this survey the bridge deck, bridge space, peaks, forecastle and after peak spaces, bunkers and machinery space require to be examined; the engine and boiler room tank to be examined internally; D.B. tanks (except Nos.1 and 4) and the after peak tank to be tested; ceiling in Nos. 2 and 3 holds and bunkers to be lifted; watertight doors, air and sounding pipes, masts, rigging, hatch webs and fore and

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S.S. "ATHENDALE"

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afters, ventilators and coamings, casings and general equipment to be examined, the pumps to be tested and the plating in way of sidelights to be examined. Repairs are required to the tank top plating, floors etc., in the engine and boiler room, to hatch webs and fore and after angles, and to the intermediate frames in the bridge space and where necessary. The framing etc., in the holds and bunkers requires to be scaled and coated.

I may remind you that as intimated in my letter of the 21st April last the Donkey Boiler Survey requires to be held to complete the Machinery Survey, and the Main Boilers became due for survey last August.

I am, Dear Sirs,

Yours faithfully,

pro Secretary.

Messrs. Thos. Pinkney & Sons,
18-20 Creechurch Lane,
E.C. 3.

CWS



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