

COPY.

Lloyd's Register of Shipping.



Port Colombo.

1st April, 1942.

This is to Certify that

I, H. NIGHTINGALE,

the undersigned Surveyor to this Society did at the request of The Sea Transport Officer, H.M. Naval Office, Colombo, attend on board the steam tanker "ATHELSTANE" No.70171 in the Register on March 31st, 1942, as she lay afloat outside Colombo Harbour, it having being reported that some tanks were leaking.

This vessel is twenty three years old, was last docked nine months ago. Heavy weather was experienced in December 1941 causing leaks. Nos.1 and 4 port tanks were dealt with and are covered by the Cape Town Surveyor's report dated 31st December, 1941. At that time a small leak was apparent in No.4 starboard tank but was not dealt with, the recommendation being that this tank be specially examined and tested at next docking.

Since then, the leakage has increased and the Master states that 135 tons of oil were lost from No.4 starboard tank on his last voyage, between Abadan and the port of discharge.

At the time of my inspection, the vessel was in ballast, No.4 starboard tank being empty. No leakage however could be seen. It would appear that there is a crack in a plate, which remains closed when the tank is empty and the pressure is on the outside, but which opens when cargo is in the tank and the pressure inside is greater than that outside.

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."

(Rpt. 10.)

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It would not be possible with the vessel in its present state to carry water in No.4 starboard and cargo in the other tanks as it is stated that none of the valves in the vessel are tight, in which case, water would contaminate the cargo.

If the vessel proceeded in her present state, she would require to fill all tanks with cargo and would leave a trail of oil on the high seas behind her.

As it is likely that the leakage will continue to increase, I recommend that the vessel be docked for repairs.

Survey Fee ...Rs.60/-

Trav. Exps. ...Rs.10/-

Rs.70/-
=====

W. Brightwell

Surveyor to Lloyd's Register.



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