

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 22 MAR 1941 Port of **LIVERPOOL**  
 No. in Survey held at **BIRKENHEAD** Date, First Survey 12/2/41 Last Survey 4/3/1941  
 Reg. Book. 70160 on the Wood, Iron or Steel **MR. ATHELFOAM** (No. of Visits 23)

TONNAGE:— Built at **Birkenhead** By whom **Cammell Laird & Co. Ltd.** When 1931  
 GROSS **6554** Owners **Athel Line Lt.** Owners' Address  
 UNDER DECK **6614** Managers **W. J. & Co. Ltd.** Port belonging to **Liverpool**  
 NET **3789**

Surveyed Afloat or in Dry Dock? **Dry Dock** Name of Dock **Cammell Laird** Destined Voyage  
 Cell/Dor/Dba feet; u&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. **115289** Port **Liv.**

(Periodical Surveys, when held, must be reported in detail and 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

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

Up to Supt. not required.

Was a damage report made by anyone else? If so, by whom? **Not known.**REPAIRS, OR EXAMINATION AS PER RULE, FOR **DAMAGE** stated to have been caused by:—

**Heavy weather on various voyages between dates (See also Liverpool Reg. No. 115289)**

**Vessel placed in dry dock, hull & madder cleaned, examined & coated.**

**All main cargo tanks, forward cofferdam, after cofferdam, four peak tank and after peak tank cleaned, examined and tested.**

**You hold cleaned and examined.**

**Cement boxes cut out & riveting & caulking in way overhauled.**

**Bolts in hull cut out and replaced by rivets.**

**Pump room cleaned, examined and flooded for test.**

**Stems lifted as required and refitted.**

P. 1.0

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

## PRESENT CONDITION OF THE

Decks <b>Good</b>	Bulkheads <b>last exam. good</b>	Engine Room Skylights <b>Good</b>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Cost Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings <b>last exam. good</b>	Rudder <b>Good</b>	Scuppers <b>Good</b>	Masts, Tards, &c. <b>Good</b>
Outside Plating <b>Good</b>	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames <b>last exam. good</b>	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length 270 mean diam. 2 5/8 (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length 270 size 2 5/16
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawseers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally		Salting (State if examined.)	
Have the Tanks been tested?			

## General Observations, Opinion as to Class, Recommendation, &amp;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 so far as now seen is in efficient condition and is eligible in my opinion to remain as classed with fresh record of survey, Bm 3.41 subject to indicated shell plates H4.5 & G4.5 from forward Star side being dealt with at owners' convenience and to secondary means of steering being fitted on vessel's return.**

Survey Fee (per Section 20) £  
 Special Damage or Repair Fee (if any) (per Sec. 20) £ 26 5 0  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £

Fees applied for, 25 MAR 1941

Received by me,

Alfred H. Hearn

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

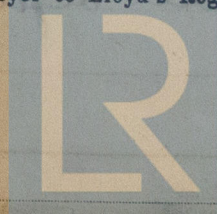
Character Assigned

LIVERPOOL

25 MAR 1941

100AT Subject

Carrying Molasses &amp; Petroleum in Bulk.



Lloyd's Register Foundation

W336-0041



M.V. ATHELFOAM.

Damage Repairs (cont'd)

Approximately 1800 full & shill landings counted.

1500 - chipped & caulked.

2100 skull wet. caulked

120 units built up electrically

a number of internal joints - caulked

a number of internal landings called.

a few feet of shell landings built up electrically

approximately 10400 shell nuts removed - a few hinge ball nuts removed

780 internal rivets renewed

a few redde rivets built up electrically,

Kiel block removed as required and reset.

Skull plates H 4 & 5 + C 4 & 5 from forward S.S. sub in - riveting +

Caulking overhead, it is recommended that permanent repair be

Carried out at ~~amuse~~ <sup>amuse</sup> ~~amusement~~ <sup>amusement</sup> ~~late~~ <sup>late</sup> SPANAG

A number of bulkhead legs at ends of bottom girders, found fractured, have been renewed.

midship pump room bottom girders strengthened & fitted with

Compensating plate strap.

Floor plates lifted as necessary & relaid.

Heating coils in tank removed as required and refitted

left stanchion found and repaired

Casing and elec. cable refitted.

Some wood dieh recalled

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd ..															
	3rd ..															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

General examination made of decks, coamings, casings, hatchways & Vent.

A few more repairs carried out

Five deep fault top stream cleared & overhauled

SRL. - heavy weather again, started mist, seems to have been

dealt with at this time. It has not been possible to complete the secondary means of steering at this time, but blocks, tackle &c have been ordered & will be fitted on the vessel's return.