

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *11 Jan. 1942* When handed in at Local Office *11 Jan. 1942* Port of *CARDIFF*
 No. in Survey held at *CARDIFF* Date, First Survey *24 Decr.* Last Survey *7 Jan. 1942*
 Book. *9675* on the *Wood, Iron or Steel* *Athel Crown* (No. of Visits *7*)

TONNAGE:— Built at *HAVERTON HILL-ON-TEES* By whom *FURNESS S.B. CO. LTD* When *1929* 8th MONTH
 GROSS *11,999* Owners *ATHEL LINE LTD* Owners' Address *LIVERPOOL*
 UNDER DK. *1142.4* Managers *✓* Port belonging to *LIVERPOOL*
 NET *7074*

Surveyed Afloat or in Dry Dock? *DRY DOCK* Name of Dock *CHANNEL D.D.* Destined Voyage *✓*
 ellDBoYDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 tal capacity tons. FPT tons; APT tons; MT feet tons. } 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. *116877* Port *Liv*

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.

where the Surveyor has not made a special damage report he is required to state whether he
 services for this purpose and to whom and why they were declined *✓*

Was a damage report made by anyone else? if so, by whom? *✓*

EXAMINATION AS PER RULE, FOR *CONDITION.*

W. DONE:— Vessel placed in dry dock. bottom and rudder cleaned and coated. Decks, casings, coaming Hatchways, ventilators, closing, windlass, steering gear and equipment generally examined and found *OK*. All cargo tanks flooded to depth of 6'-0" for examination of bottom and cargo Tanks nos 2.5+8 afterwards filled for examination of the bulkhead connections to transverse bulkheads in nos 1.3.4.7+9. Tanks

REPAIRS:— About 450 rivets (scattered) renewed in bottom and about 200 feet of caulking (scattered) overhauled and made good angles connections of transverse and centreline bulkheads (3 ply

AGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Paired or Repaired								
Paired in place								

ON OF THE

<i>Satisfactory</i>	Bulkheads <i>part examined Satisfactory</i>	Engine Room Skylights <i>Satisfactory</i>	Copper, or Y.M. (State if on Felt.)
<i>do.</i>	Ceiling <i>✓</i>	Coal Bunkers, Openings, Covers, &c. <i>✓</i>	When fitted, Month Year
<i>do.</i>	Cement or Asphalt <i>✓</i>	Oil Bunkers <i>✓</i>	Boats <i>part examined satisfactory</i>
<i>efficient</i>	Rudder <i>Satisfactory</i>	Scuppers <i>Satisfactory</i>	Masts, Yards, &c. <i>do.</i>
<i>of sidelights. ✓</i>	Steering gear and its connections <i>Satisfactory</i>	Cargo Hatchways <i>do.</i>	Condition, how ascertained <i>from Deck</i>
<i>and Satisfactory</i>	Windlass <i>Satisfactory</i>	Hatches <i>do.</i>	(State if wedges removed.)
<i>do.</i>	Have pumps been examined and found efficient? <i>NO</i>	Planking	Equipment letter <i>87</i>
<i>do.</i>	Have Sluice Valves been examined and found efficient? <i>NO</i>	Caulking	Anchors, No. of <i>3. B.I.S.</i>
<i>do.</i>	Have Watertight Doors been examined and found efficient? <i>NO</i>	Treenails	Cables (State if now ranged) <i>NO</i>
<i>do.</i>	Have Ventilators and their Coamings been examined and found efficient? <i>Yes</i>	Breasthooks & Stemson	length mean diamr.
<i>do.</i>	Air and Sounding Pipes <i>Satisfactory</i>	Transoms, Pointers & Clutches	(on board) <i>✓</i>
<i>do.</i>	Doubling Plates under Sounding Pipes <i>✓</i>	Timbers of Frame at openings	Rule length size
<i>do.</i>		" " at other places	Chain Locker <i>✓</i>
<i>do.</i>		Stringers, Clamps & Shelves	Hawsers & Warps <i>Sufficient</i>
<i>do.</i>		Salting (State if examined.)	Standing and Running Rigging <i>Satisfactory</i>
<i>do.</i>			Sails <i>✓</i>

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 now classed in the Register Book, with fresh record of survey 1.42 and subject to permanent repairs to shell plates H 3+4 and G.4 at a convenient opportunity.

(45 fathoms of cable to supply)

Fee (per Section 29)	£	Fees applied for,	19
Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Working Expenses (if chargeable)	£		
Surveyor's Fee (if any)	£		

Committee's Minute

LICENCE CASE
 FRI 30 JAN 1942

Character Assigned

Deferred

but 100 A1 1.42
 Carr. molasses or Petrol in Bulk

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W6-0026

ATHEL CROWN.

single riveting) of Nos 1. 3. 4. 7 and 9 cargo tanks, about 300
rivets (scattered) renewed and about 200 caulked and made
satisfactory

For. S.R. LIST. :- The indicated shell plates H3+4 and G.4 (P.S) found efficient meantime. No repairs effected.

Deer's Sweet and

MACHINERY - Examined propellers and outside fittings

Notice of sea connections and in order. Ships P.S. close.

Conference

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.	lbs.			
	1st Bower ...														If Patent, state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight.																
	Steam																
	Kedge.....																

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

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.