



14 JUN 1954

Index No. \_\_\_\_\_

## LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

+ 324

Ship's Name S.S. "ANTONIUS A. KYRTATAS" EX "MONTAN"Official No. 660

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines  
in H A M B U R G 3<sup>RD</sup> JUNE 1954.

For the past four years the vessel has been sailing with load line certificates issued by the German Authority and on examination of the vessel this time for Change of Owners and Nationality the following alterations have been noted:-

Openings In Superstructures:-

The openings in the superstructures have been altered and are now as follows:-

Forecastle front - one opening at middle 56" x 42" sill 19" closed by double steel hinged door operated from both sides.

Bridge front bulkhead - no openings (existing steel plates E.W. all round).

Bridge end bulkhead - two tonnage openings (1P 1S) 61" x 47" sill 18" closed by portable steel plates fitted with hook bolts spaced about 13 1/2" CR. to CR.

Poop front bulkhead - no openings.

Extension of House on Poop Deck:-

The house on the poop deck has been renewed and extended aft and a companionway entrance has been arranged at the starboard side leading down to the 'tween deck accommodation.

Opening 56 1/2" x 22 1/2" sill 18" closed by a solid wood hinged door of substantial construction operated from both sides.

The casing is of strong and efficient construction.

Alterations due to Oil Fuel Conversion:-

The double bottom tanks have been previously converted for oil fuel and in addition two oil fuel settling tanks have been arranged in the No. 3 cargo hold.

4" dia. air pipes (1P 1S) have been fitted on the bridge deck 53" high to top and supported to the casing side (gauzes fitted and canvas covers supplied).

Two bunker hatches (1P 1S) on the bridge deck have been removed and the deck plates in way renewed.

The ash chute previously fitted in the starboard side 'tweens has been removed, the holes in deck and shell blanked off and compensating doubling plate fitted to the shell.

Accommodation in Bridge 'Tween Decks:-

The accommodation in the bridge 'tweens previously referred to in Reports C. 11 (contd.) dated 22nd April 1942, 19th June 1944 and 4th September 1947 has been entirely removed.

Openings in the shell and deck for deadlights and ventilators respectively have been removed and the opening blanked off.

The steel companionway built on the bridge deck have been removed and the openings in deck plated over.

For the present openings in the bridge end bulkhead please see "Openings in Superstructures" above.



The sanitary discharge valves for the W.C.'s previously situated in the bridge 'tweens have been removed and openings in shell blanked off.



*E. H. Hagen*

*Noted*  
*15 JUN 1954*

For the past four years the vessel has been sailing with load line certificates issued by the German Authority and on examination of the vessel this time for Change of Owners and Nationality the following alterations have been noted:-

Alterations in Superstructure:-

The openings in the superstructure have been altered and are now as follows:-  
Forecastle front - one opening at middle 26" x 42" all 19" closed by double steel hinged door operated from both sides.  
Bridge front bulkhead - no opening (existing steel plates E.W. all round).  
Bridge end bulkhead - two tonnage openings (19 18" all 19" x 47" all 18" closed by portable steel plates fitted with hook bolts spaced about 17 1/2" GR. to GR.  
Poop front bulkhead - no opening.

Extension of Hoist of Poop Deck:-

The nose on the poop deck has been renewed and extended aft and a companionway entrance has been arranged at the starboard side leading down to the 'tween deck accommodation.  
Opening 26 1/2" x 22 1/2" all 18" closed by a solid wood hinged door of substantial construction operated from both sides.  
The casing is strong and efficient construction.

Alterations due to Oil Fuel Conversion:-

The double bottom tanks have been previously converted for oil fuel and in addition two oil fuel settling tanks have been arranged in the No. 3 cargo hold.  
4" dia. air pipes (19 18" all 18") have been fitted on the bridge deck 25" high to top and supported to the casing side (gunnes fitted and canvas covers supplied).  
Two bunker hatches (19 18" all 18") on the bridge deck have been removed and the deck plates in way renewed.  
The ash chute previously fitted in the starboard side 'tween has been removed, the holes in deck and shell blanked off and compensating coupling plate fitted to the shell.

Accommodation in Bridge 'Tween Decks:-

The accommodation in the bridge 'tween previously referred to in Reports C. 11 (contd.) dated 22nd April 1942, 19th June 1944 and 4th September 1947 has been entirely removed.  
Openings in the shell and deck for deadlights and ventilators respectively have been removed and the opening blanked off.

The steel companionway built on the bridge deck have been removed and the opening in deck plated over.  
For the present openings in the bridge end bulkhead please see "Openings in Superstructure" above.