

Rpt. 8.

(Received at London Office)

No. 2395

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th May 1953

When handed in at Local Office

Port of HAMBURG.

No. in Reg. Book

Survey held at HAMBURG.

Date,

First Survey 2nd March

Last Survey 30th April

1953

52216

on the Wood, Iron or Steel

S.S. "ATHENS"

(No. of Visits 21)

TONNAGE :-

GROSS 4954

UNDER DK. 4560

NET 2971

Built at Belfast

By whom Workman Clark & Co. Ltd.,

When 1925

MONTH 6

Owners Cia. de Navegacion Toulas S.A.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers Faros Shipping Co. Ltd.,

Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Hamburg Harbour

Destined Voyage

-

for DBa

feet ;

u&B

feet ; f

feet

Capacity

tons. FBT

tons ; APT

tons ; MT

feet

tons.

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

3. - All alterations in the existing records should be underlined.

Report, No.

1815 2239 Port

Gen Ham

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete repairs should be summarised. State clearly the cause of repairs, if any, and in detail the nature and extent of examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to wear and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the elements, Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form so the date and initials of any letters respecting this case.

In 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.

no damage

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

S, OR EXAMINATION AS PER RULE FOR

Converting for burning oil fuel.

Vessel was laid up at this port since the Special Survey has been completed (see also Hamburg Rpt. No. 2239)

The vessel has now been converted for burning oil fuel.

The oil fuel is carried in double bottom tank No. 2 a and in the new oil fuel bunkers (former coal bunker) frames 90 to 98, including two settling tanks at centre.

Floor No. 125 inside double bottom tank No. 2 on port and starboard sides has been made oiltight, lining the double bottom into double bottom tank No. 2 forward (water ballast) and 2a aft (oil fuel.).

The centre girder in way of No. 2 a double bottom tank has been made oiltight and additional air of 4" diam. and sounding pipes with striking plates have been fitted as required by the Rules.

All single riveted seams of the tank top plating have been reinforced by E.W.

p.t.o.

OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors.

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

Worked ...

Worked and Faired or Repaired

Worked or Repaired in place

CONDITION OF THE

Decks

Fastenings

Plating

in way of sidelights

Frames

Rails

S

om Plating

anks been examined internally?

anks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found

efficient?

Have Sluice Valves been examined and found

efficient?

Have Watertight Doors been examined and

found efficient?

Have Ventilators and their Coamings been

examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stems

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

State, if examined

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

(on board.)

" Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

al 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 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."

vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed no

without fresh record of Survey and the notation "Fitted for oil fuel 4,53 F.P. above 150°F."

Survey Fee (per Section 23)

OF Conv.

£ 51. 0. 0.

Special Damage or Repair Fee (if any)

(per Sec. 23)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

TUES. 9 JUN 1953

Character Assigned

White Horn

RPS Mah 9/12/53

Fees applied for,

19

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

"ATHENS"

O.F. CONVERSION:- (contd.)

The forward and after transverse bulkheads of the former coal cross bunker have been made oiltight, the pipe tunnel inside the cross bunker including watertight door has been removed and openings in both bulkheads have been plated over.

All single riveted butts, seams and boundary angles of the bulkheads are reinforced by E.W. and stringers to bulkheads and shell also centre line bulkhead, wash plates etc. have been fitted in accordance with the approved and amended plan.

The stringer plate of the upper/on port and starboard sides ~~XXXX~~ for the length of the oil fuel bunker cropped and a new continuous plate fitted, bridge side frames bracketed to the stringer plate.

Coal hatchways to the cross bunker and part of the pocket bunker on port and starboard sides on main deck removed and opening in deck plated over, new deck beams fitted in way of the former hatchways.

the former hatchways.

Filling-, air-, sounding- and overflow pipes are fitted to the oil fuel bunkers and settling tanks as required by the Rules, all air pipes to oil fuel tanks fitted with gauze and efficient closing appliances.

Oil bilges and gutterways have been fitted to the forward and after transverse bulkheads of the oil fuel bunker with suction and sounding pipes on port and starboard side.

The lower part of the ash shoot on starboard side removed and the opening in the shell closed by spigot and riveted doubling plate from inside.

On completion of alterations the double bottom tanks Nos. 2, 2a, oil fuel bunkers and settling tanks filled, tested as required by the Rules and found same tight in good order.

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 Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* If Patent, state name of Patentee.

† When taken as 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

[illegible]

double bottom tank also a solid wooden bulkhead has been fitted to the hold bulkhead frame 98 in way of No. 2 hold.

The bridge space on top of the oil fuel bunkers will not be used for dry & perishable cargoes.

Minor repairs due to the conversion carried out satisfactorily.

The approved plan and Rpt. C11 Contd. attached herewith.

SPECIAL REASONS LIST:- Please see Hamburg Rpt. No. 2239.