

The class is subject to the HP cylinder casing being further examined 6 months after the vessel is re-commissioned, a record of LMC 1,53 has been withheld on this account.

4 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

IS

"ATHENS"

REPORT

Ham

E4 JUN 1953

No. 2395

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

# REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH


BS due 4,53 partly held 4,53 now completely reheld.

## Wear & Tear

Vessel now converted to burn oil fuel F.P. above 150°F in accordance with the approved plans and requirements of the Rules. The Surveyors recommend the repairs to the HP cylinder jacket be re-examined and dealt with as found necessary before the end of November, 1953.

IT IS SUBMITTED is eligible to remain as classed, with Record BS 5,53 and Notation "Fitted for oil fuel 5,53 F.P. above 150°F", subject to Metalock repairs to HP cylinder jacket being re-examined and dealt with as found necessary before the end of November, 1953, but without other special condition.

A record of LMC 1,53 should continue to be withheld pending further examination of HP cylinder repairs.



1.6.53.



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