

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report **6th May 53** When handed in at Local Office **HAMBURG** Port of **HAMBURG**
 Date of First Survey **8th April** Last Survey **2nd May 53**
 (No. of Visits **six**)

on the Machinery of the **Woolf** **S.S. "ATHENS"**
 Gross **4954** Vessel built at **Belfast** By whom **Workman Clark & Co. Ltd.** Year **1925** Month **6**
 Net **2971** Engines made at **Belfast** By whom **Workman, Clark & Co. Ltd.** When **1925** 6
 Nominal **414MN** Boilers, when made (Main) **1925** (Donkey)
 Horse Power **3SB** Owners **Cia. de Navegacion Toula S.A.** Owners' Address
 of Main Boilers **3SB** Managers **Faros Shipping Co. Ltd.** Port **Panama** Voyage
 of Donkey Boilers **180 lbs** If Surveyed Afloat or in Dry Dock **Afloat**
 Main Pressure **180 lbs** (State name of Dock) **Hamburg Harbour**

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER **100 A1** Machinery and Boiler Surveys (including date of N.B., if any)
 Date of last Survey and of Periodical Surveys. **12,52** **BS 4,52**
ss Ant.-8,48(Dr.) **CL 3,52**

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 why they were declined. **no damage**

a damage report made by anyone else? If so, by whom?
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **yes**
 " " Donkey " " " **none**

What parts of the Boilers could not be thus thoroughly examined? **mountings, see below**
 at special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
 latest date of internal examination of each boiler? **1.5.53** Present condition of funnel(s) **efficient**

the Surveyor examine the Safety Valves of the Main Boilers? **see below** To what pressure were they afterwards adjusted under steam? **180 lbs**
 the Surveyor examine the Safety Valves of the Donkey Boilers? **yes** To what pressure were they afterwards adjusted under steam?
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes** and of the Donkey Boilers?
 the Surveyor examine the drain plugs of the Main Boilers? **none** and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? **see below** and of the Donkey Boilers?
 the screw shaft now been drawn and examined? **no** Has it a continuous liner? **-** Is an approved oil retaining appliance fitted at the after end?
 shaft now been changed? **-** If so, state reasons. Has the shaft now fitted been previously used? **-** Has it a continuous liner?

approved oil retaining appliance fitted at the after end? **-** State date of examination of Screw Shaft. **not examined** State the wear down in the
 worn bush **afloat** Is electric light and/or power fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **no**
 insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **no**

ne parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete**

Boiler Survey:-
 Re-examined all three boilers on the Owners request in order to forward the Boiler Survey date to May, 1953.
 The vessel had been layed up and the boilers have not been used since the last boiler survey in January, 1953.

Examined all three boilers internally and externally with manholes, doors and their fastenings. Mountings examined externally, spindles worked and all found in a satisfactory condition.
 Safety valves adjusted under steam as noted.
 Oil fuel burning installation examined under working conditions and found satisfactory.
 Fire fighting appliances verified, and newly installed steam smothering arrangements in stoke hold and engine room tried under working conditions.
 Control rods checked.

General Observations, Opinion, and Recommendation.-
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)
 CS 3,34 The Machinery of this vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of BS 5,53 and the notation "Fitted for oil fuel 5,53 F.P. above 150°F.", subject to metalock repairs on the HP cylinder jacket being re-examined and dealt with as found necessary by the end of November, 1953 but without special condition re - safety valves of all boilers under steam.

Fee (per Section 29) **OF Conv. £ 51. 0.0.** Fees applied for **1953**
B.S. £ 10. 0.0. Received by me, **19**
 Damage or Repair Fee (if any) (per Section 29.)
 Travelling expenses (if any) **£ 3. 0.0.**
 Late Fee **£ 4. 4.0.**

Assigned **Deferred for comp. MS**
 Fitted for oil fuel BS 5,53 F.P. above 150°F.

Alfred Kramer
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008541-008549-0110

9. 2395.

"ATHENS"

Special Reasons List:-

The item safety valves of all boilers to be adjusted under steam. (see certificate Hamburg, dated 9.1.53, Hamburg Rpt. No. 2239) may now be deleted.

It is further recommended to re-examine the metallock repairs on the HP cylinder jacket by the end of November, 1953 and deal with as found necessary and withdraw the item "HP cylinder casing to renew", Hamburg Rpt. No. 2239. See also London letter dated 1.4.53 Ref. Classn(S).

Oil Fuel Conversion:-

This vessel has now been converted for burning oil fuel.

All pipe lines examined under pressure and found good (all lead pipes removed).

A fuel oil transfer pump and one fuel oil pressure unit consisting of two fuel oil pressure pumps with filters and heaters, mounted on fabricated stools, having drip trays leading the oil to the gutterway along the stokehold forward bulkhead and to the oily bilge at port and starboard sides, installed.

Suction and discharge pipes tested on completion in accordance with the Rule Requirements and found good.

Filling and suction pipes to settling and deep tanks tested on completion and found good.

Steam heating coils in all tanks satisfactorily tested.

Steam heating coil returns are led into a suitably illuminated observation tank placed ~~XXXX~~ in the stokehold.

A hand lighting unit installed and tested in the stokehold.

Oily bilge suction lines have been installed according to the Rule Requirements and to the approved plans.

Overflow pipe lines supplied, with illuminated observation glasses from the settling and deep tanks leading to No. 2 double bottom tank, starboard, are installed and fitted with a none return valve. Control rods operated from outside the machinery space are capable of stopping the fuel oil pumps and shutting off the O.F. supply.

Quick closing valves are fitted to all boiler fronts and safety devices to all O.F. nozzle valves. The funnel dampers have been secured by bolts.

Steam smothering arrangements under the O.F. unit, under the boilers and engine room space capable of being operated from outside the machinery space have been examined and tested under steam and found satisfactory.

A number of 5 gallon and a 30 gallon chemical fire extinguishers and two sand boxes with a capacity of 8 cwt. have been installed in the stokehold and engine room.

Storage of fuel oil:- No. 2 double bottom tanks, port and starboard, and crossbunker have been made into oil fuel tanks.

The two settling tanks are installed inside the deep tanks with a capacity of about 48 m³ each.

The system was examined during all stages of installing and under working conditions on completion and found satisfactory.

Additional Machinery:-

OF Unit:- placed in stokehold forward bulkhead midship,

Makers: White's Engineering Co. Ltd., Hebburn on Tyne, Work No. 1596 (Low pressure system natural draught)

OF heaters marked:-

Starboard LLOYD'S A 23450

Port: LLOYD'S B 23450

Coils: 600 lbs

Coils: 600 lbs

Shell: 400 lbs AB

Shell: 400 lbs AB

(no date)

(no date)

Transfer Pump: placed in stokehold port side forward bulkhead.

Makers: Thom, Lamont & Co. Ltd., Work No. 22282, size: 5" x 5" x 6".

Hand Lighting Unit:- placed in stokehold port side forward bulkhead.

Makers: White's Engineering Co. Ltd.

A. In.

The Machinery of this vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of BS 2, 2, 2 and the notation "Fitted for oil fuel 2, 2, 2". Subject to metallock repairs on the HP cylinder jacket being re-examined and dealt with by the end of November, 1953 but without special condition re - safety valves of all boilers under steam.

OF COILS
B.S. 2, 2, 2
0.0.0.0.0.0.



© 2020

Lloyd's Register
Foundation