

Rpt. 9 JWK.

Date of writing report 21-3-1960
Survey held at Schiedam/Rotterdam

Received London
No. of visits 5

Port of R O T T E R D A M No. 49150
First date 4-3-1960 Last date 16-3-1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02654 Name S.S. "A T H E N S"
Owners Athens Shipping Co. S.A. Managers
Engines made 1944 By Canadian Allis-Chalmers Ltd., Montreal Type T 3 cy. M.N. (628)
No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 250 lbs. Spt. 230 lbs.
HS (9704)
No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock both
Nature of Survey CONDITION, S.R.L., REPAIRS
Was Damage Report issued? no Int. Cert.? attached
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1	* LMC
SS 10-59	ES 10-59
DS 10-59	MBS 10-59
	TS 10-59 CL
Cargo battens not fitted.	Sps 9-54
	OF 2-44

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers/ good Wear Down of Stern Bushes 2,6 mm. Oil Glands Sea Connections
Fastenings good Has Screwshaft Tubeshaft been drawn? NO Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam ~~XXXX~~ PORT STARBOARD X

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

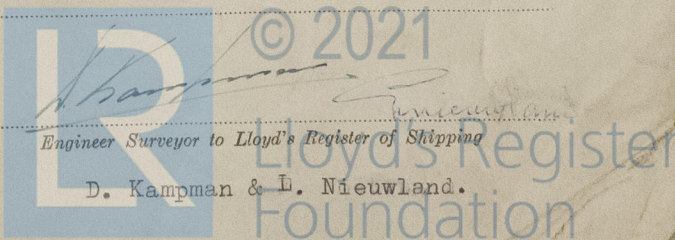
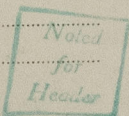
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as classed, subject to main circulating pump being specially examined and dealt with as found necessary before the end of March, 1961 (1 year limit) and without the condition of class relating to the governors of the generators.

Date of Committee THURSDAY 5 MAY 1960
Decision As now, subject



32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and Auxiliary Equipment (Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators).

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to (Sat., Spt.)
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

S.R.L.:— Interim certificate Hamburg Surveyors dated 30-10-1959 sighted and recommendations carried out.
Tested governors of all three generators working, also attended to parallel running of generators and found in order.

I am of the opinion that this item can now be deleted from the S.R.L.
Examined main circulating pump casing, found some locally corroded spots. Same cleaned out and coated with a plastic compound; Examined after applying of same, found satisfactory.
Recommended pump to be specially examined before the end of March, 1961 (1 year limit).
Inlet valve and chest of auxiliary circulating pump removed, in order to attend to a crack in hull plate in way of inlet valve. See also hull report.
Driving pinion shaft of telemotor transmitter on bridge found temporarily repaired.
Same now renewed; examined under working condition and found good.

LEAVE THIS SPACE BLANK

Survey fees ...
Damage fee ...
Expenses...

Date when A/c rendered.

