

Port ALEXANDRIA No. 4954  
 Date of writing Report 31st July 1958 When handed in at Local Office 11/7/58 Received London 12/11/58  
 Survey held at ALEXANDRIA No. of Visits 33 First Date 19/4 19 58 Last Date 30/6 19 58

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 40127 on the Steel S.S. "ATHAMAS" ex "Marilena" Tons gross 4729  
 Built at H. Kg. By Whom H. Kg. & Whampoa Dk. Co. Ltd. Year 1941 Month 8  
 Owners Cia. Nav. Y De Comercio Athamas Ltda. Owners' address --- (If not already in R.B.)  
 Managers --- Port of Registry PUERTO LIMON  
 Surveyed Afloat or in Drydock BOTH Name of Dock GABBARY DRY DOCK Date of last examn. in Drydock 14/5/58

Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 63408 Port HUL Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
BS+		MBS+	2/54
Docking	5/57	MBS	5/57
S.S. Cff.	2/54	TS (CL)	11/54
		SPS	5/57

Give dates and references to any letters relating to this Report Classn. (H) 6/3/58  
 Ship 23/4/58 & cables Classn. (S) 6/6/58  
LONDON CABLE DATED 16.6.1958

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. DAMAGE REPORT Freeboard as marked on ship and now verified 3 ft 2 ins

ISSUED & COPY WILL BE MAILED THE EARLIEST. Was a damage report made by anyone else? If so, by whom?  
 EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY - DOCKING SURVEY - WEAR AND TEAR REPAIRS  
RENEWAL OF FREEBOARD - SAFETY EQUIPMENT SURVEY - ALTERATIONS  
GROUNDING DAMAGE - HEAVY WEATHER DAMAGE - ICE DAMAGE.

## A - SPECIAL SURVEY & DOCKING SURVEY.

Vessel placed in dry dock, examined bottom and shell plating, bow, stern frame, rudder, internal structure, holds, all closing appliances, steering gear, windlass, etc.

## B - WEAR AND TEAR REPAIRS.

About 200 worn out rivets on "E" and "F" strakes, on port and starboard sides, renewed in dry dock.

### 1) Shell plating.

#### Port Side.

#### Counting from aft.

Third strake below sheer, No. 4 plate, forward end cropped for 15'4" and renewed.  
 Fourth strake below sheer, No. 3 plate, forward end cropped for 9'7" and renewed.  
 Fifth strake below sheer, No. 3 plate, forward end cropped for 7'6" and renewed.  
 Two ship side frames, in way of above plates cropped for 9'0" each and renewed.  
 Also, two beam knees, renewed.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 & 2 part -	-	-	18	-	-	3	
Removed and Faired or Repaired	-	-	-	4	-	-	-	
Faired or Repaired in place	6	-	-	7	-	-	-	

Has a Survey also been held on machinery of the Ship? YES Is Classification Certificate required? If so, to be sent to Cia. Nav. y de Comercio Athamas Ltda., (1) bis  
 If so, is the Report sent now, or when will it be sent? NOW Has Interim Certificate been issued? YES c/o N. & J. Vlassopoulos Ltd., Bevis Marks House, Bevis Marks, London E.C.3.

### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example: "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This Ship is in good and efficient condition and eligible, in my opinion, to remain as classed, with fresh record of DOCKING SURVEY 5/58 and the notation of S.S. Alx. 7/58, subject to 45 fathoms of chain cable be renewed at earliest opportunity. Cargo battens and cleats have now been fitted completely. It is recommended, therefore, that the notation "NS" be deleted from the Register Book.

CONFIRMATORY SURVEY ON HULL HELD AT ALEXANDRIA, ON JUNE 18th, 1958.  
*Smakot*

(D.J. Haniotis) Acting - Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY - 2 OCT 1958

Minute Defences for ep. 23 (Equipment) sent DSS 58 subject (new) E 57, 58 TSS 58 MBS 1, 58 SPS 7, 58  
 CERTIFICATE WRITTEN.

FRIDAY 20 FEB 1959  
 Certificate written by W. J. H. (26-3-63)  
 Noted for Header  
 S.S. Alx 7.58

012203-012210-0093 1/8

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SPECIAL SURVEY, DAMAGE & ALTERATION SURVEY SHIP 17 Rpt. 9a.

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	YES	F.P. Tank	YES	YES
Rudder lifted	YES	A.P. "	YES	YES
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	YES	No. 1 & 7 W.B. ) Nos. 2, 3, 6 O.F. ) (Dry Tank No. 4) Fresh Water Tanks	ALL YES	ALL YES
Ventilator coamings, skylights, companionways and closing appliances	YES	No. 5 D.B. and ) After Peak ) Deep Tanks	YES	YES
Holds ALL	YES		NONE	NONE
Tween Decks ALL	YES	Oil Fuel Bunkers and Settling Tanks Port & SB Deep tanks Port & SB Settling tanks.	ALL YES	ALL YES
Fore Peak Spaces	YES	Side Tanks	NONE	---
After " "	YES	Wing Tanks	NONE	---
Engine Space	YES	Other Tanks	NONE	---
Boiler "	YES			
Under Engines and Boilers	YES	Cargo Tanks (Tankers)	NONE	---
Tunnel and Well	YES			
Coal Bunkers	NONE	Cofferdams	NONE	---
Chain Locker	YES			
Other Spaces	---	Pump Rooms	NONE	---

Have Tanks now Examined been Cleaned as Necessary? YES. O.F. tanks made

Have Struts in Cargo Tanks (of Tankers) been removed? ---

Have Tanks been Retested as necessary after completion of any Repairs? YES

Have the spaces now surveyed been cleared and cleaned as necessary? YES

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? YES

Have the bilges been cleaned out and examined? YES

Has cement in bottom been examined? YES

Has steelwork had rust removed and afterwards been recoated as necessary? YES

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? NO

Has a Load Line Survey been held? YES If so, state which RENEWAL SURVEY

Have the shell and deck plating been drilled as per Rule? --- If so, Report & (Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? YES, part for increasing draft. If so, report details in body of Report.

NOTE:- Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:-			
Shell plating	GOOD	Ceiling and Cargo Battens	GOOD
" " in way of side scuttles	GOOD	Cement or Asphalt	GOOD
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD
Decks	GOOD	Hatches and closing appliances	GOOD
Superstructures and their closing appliances	GOOD	Ventilators, their coamings and closing appliances	GOOD
Coamings and Casings	GOOD	Companionways and Skylights	GOOD
Beams and Fastenings	GOOD	Shell Openings	NONE
Frames	GOOD	Ash Shoots	NONE
Reverse Frames	GOOD	Overboard Discharges and Scuppers	GOOD
Longitudinals	NONE	Freeing ports	GOOD
Transverses	GOOD	Steering Gear (Main and Auxiliary) examined and found	GOOD
Floors	GOOD	Windlass examined and found	GOOD
Keelsons	GOOD	Pumps " " "	GOOD
Stringers	GOOD	W.T. Doors " " "	GOOD
Inner Bottom Plating	GOOD		
Bulkheads and Tunnel	GOOD		
		Sluice Valves examined and found	NONE
		Air and Sounding Pipes	GOOD
		Doubling Plates under Sounding Pipes	GOOD
		Masts and Rigging examined and found	GOOD
		Condition, how ascertained (State if wedges removed)	YES REMOVED
		Chain Locker	GOOD
		EQUIPMENT	
		Equipment Letter	CT 6795 C 37
		Anchors, No. of	3B 1S Condition GOOD
		Cables (State if now ranged and examined)	RANGED & GOOD
		" length (on board)	240 fms. mean diam. 2 3/16"
		" Rule Length	Size ---
		Hawsers and Warps	SUFFICIENT
		State if any Anchors or Chain Cable have now been supplied or retested, if so,	NO
		complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? A=YES. B=PARTLY See Below

REMARKS, REPAIRS, Etc. (Contd.)

A - It is submitted that the items "Sternframe solepiece (EW 6/56) to be specially examined NEXT SPECIAL SURVEY. Dry docking (ice damage)" may now be deleted as a condition of

B - It is submitted that the item "Shell plate in 2nd below (p.s.) abreast No. 4 hold in deck" may now be deleted.

Survey Fee S.S.	£ 296.	Second Surveyor's Fee (if any)	
Alterations	30	Date when A/c. Rendered	11/7/58
Special Attendance Fees	20.000	Damage & Repair Fee (if any)	50
Stamp Duty	0.300	Wear & Tear Repairs	40
		Travelling Expenses (if chargeable)	30

Port of ALEXANDRIA Continuation of Report No. 4954 dated 31st July 1958 on the S.S. "ATHAMAS"

Ship side rivets, about 375 renewed, in way of No. 2 hold.

Starboard Side.

One ship side frame at after end of No. 5 hold, cropped for 5'0" and renewed. Four indentations to shell plating in way of No. 2 and No. 4 holds, port and starboard sides, heated and faired in place.

2) BULWARKS.

Seven (7) bulwark plates, on after deck, port and starboard sides, bottom edge of plating in way of freeing ports, cropped, and (7) angles electric welded, each angle 3/8" x 4" x 4" x 12'6".

3) HAND RAILS.

Hand rails on forward deck, and poop house deck, straightened and repaired. Also about 50 feet of rail bars renewed. Navigation bridge hand rails with stanchions, completely renewed.

4) DECKS.

Weather deck.

Wasted deck plating, in between No. 1 and No. 2 starboard winches, cropped and removed and new 3/8" plating fitted, total area of new plating 160 square feet.

Forward mast house, landing angles on starboard side removed, and new angle 6" x 3" x 1/2" x 9'0" fitted.

Stools of No. 2 starboard winch, and all holdings down bolts, renewed.

Wasted deck plating, in way of main mast housing, cropped and removed, and new 5/16" plating fitted. Total area of new plating 230 square feet.

Main mast housing, landing angle removed and new angle fitted 6" x 3" x 1/2" x 21'0" long.

Cement lining, completely removed from port and starboard Engineers Alleways, two wasted plates cropped for 3'0" x 5'6" each, and renewed with 3/8" plating. New cement lining fitted to both alleways.

Wasted deck plating in between forward end of No. 3 hatch and accommodations removed, and new 3/8" plating fitted. Total area of new plating 60 square feet.

POOP HOUSE DECK HEAD:

Seven (7) wasted deck plates removed, and new 5/16" plating fitted. Total area of new plating 310 square feet.

FIDDLEY AND BOAT DECK.

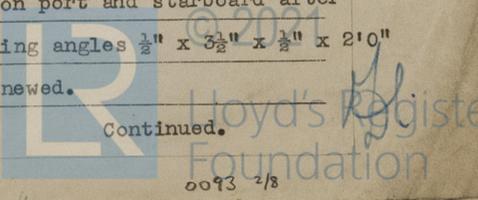
Five (5) wasted deck plates, in way of galley deck head, removed, and renewed with 5/16" plating. Total area of new plating 200 square feet.

Three (3) gratings on fiddlely deck completely renewed with landing angles. Fire gratings covers renewed complete with new hinges. One welded doubler 3/8" x 1'6" x 18'10" fitted to fiddlely deck.

5) HATCH COAMINGS.

No. 2 hatch coaming, after end of starboard landing angles cropped for 3'0" and renewed. Starboard, horizontal hatch stiffener, cropped for 5 feet in length and renewed. One small bracket on port hatch coaming, renewed.

No. 3 hatch coaming, port, landing angle completely renewed. Front landing angle completely renewed. Front coaming horizontal hatch stiffener, removed, faired and rivetted. Front hatch coaming cropped for 1'3" x 9'0" and renewed. Starboard landing angle, completely renewed. Two stiffening brackets on port and starboard after corners of hatch, renewed. (brackets 1/2" x 2'0" x 2'0" - landing angles 1/2" x 3 1/2" x 1/2" x 2'0" each). Two hatch stiffeners on port and starboard sides, renewed.



Ex-Cross Bunker hatch, front hatch coaming plate, cropped for 1'3" x 11'0" and renewed.

Front coaming landing angle completely renewed. Front coaming horizontal hatch stiffener completely renewed (channel bar 3½" x 7" x 19'0").

Ex-side bunker hatches, hatch covers angle bearers of port and starboard hatch coamings, renewed.

No. 4 hatch coaming, port and starboard landing angles completely renewed.

No. 5 hatch coaming, four hatch stiffeners ½" x 4" x 4" x 2'1" each, renewed, on port and starboard sides.

#### 6) VENTILATORS.

No. 2 hold, port and starboard after ventilators, coamings fitted with welded doublers 12" wide over full circumference.

Forward port and starboard stokehold ventilators, coamings fitted with welded doublers 4'0" wide over full circumference.

Engine room and stokehold ventilators (6 in number) which found to be frozen, released, made workable and working gear reconditioned.

All remaining ventilators throughout vessel, repaired, made workable and patched locally as required.

#### 7) CLOSING APPLIANCES.

All steel doors and W.T. doors reconditioned, hinges and locking fittings renewed where required.

Engineers alleways, port and starboard forward water tight doors fitted with rubber, completely renewed. Also, door frame renewed, and wasted plating in way of door framing cropped and renewed.

Rudder well, access trunk, watertight door fitted with rubber, completely renewed, with hinges and locking fittings. Wasted plating to access trunk cropped and new plating fitted, 56 square feet total area.

Main mast housing, two watertight doors reconditioned and rubber renewed.

All port holes throughout vessel, reconditioned and rerubbered. Two cast iron deadlights renewed. Thirty butterfly nuts renewed.

#### 8) HOLDS. No. 1 lower hold:

Bilge limbers completely removed, and renewed, also cement chocks all remade.

All piping casings removed, and part renewed.

Ten (10) bilge brackets on port side complete with face angles, renewed.

Seven (7) bilge brackets on starboard side, complete with face angles, renewed.

Three (3) new manhole doors fitted with studs, welded to No. 1 D.B. tank top.

After hold stanchion, plating cropped at landing for 3'0" and renewed for 10 feet in length.

Two bottom brackets of stanchions, removed, faired and reriveted.

Forward stanchion face channel, heated and faired in place.

Port air pipe of No. 1 D.B. tank completely renewed, including stools.

Starboard air pipe of No. 1 D.B. tank, one section 12 feet long, renewed, stools also renewed.

Sounding pipe of No. 1 D.B. tank, partly renewed and secured with new stools.

#### No. 2 lower hold:

Bilge limbers removed and completely renewed, also all cement chocks remade.

All air, sounding and bilge pipe casings removed and renewed as required.

One bilge bracket on port side and one on starboard side, renewed complete with face angles.

Continued.

No. 2 D.B. tank, 40 broken studs of manhole doors drilled and removed and new studs fitted. All nuts renewed.

After division bulkhead, one plate on starboard side, in way of bilge piping, cropped for 3'0" x 4'0" and renewed.

No. 2 D.B. tank, port forward air pipe, one section 20 feet renewed. Port after air pipe, renewed for full length, also air vent on weather deck renewed. Starboard after air pipe removed, rejointed and one section 3 feet long, renewed.

Sounding pipe, one section 6 feet long renewed.

No. 3 lower hold.

Bilge limbers removed and completely renewed, also all cement chocks remade.

All air, sounding and bilge piping casings, removed and renewed as required.

Also, pipe stools renewed as necessary.

All bilge brackets (21 in number) on port side, complete with face angles, all renewed.

(Fifteen) 15 bilge brackets on starboard side, complete with face angles, renewed.

No. 3 D.B. tank, manhole doors, 20 broken studs drilled and removed and new studs fitted. All nuts renewed.

No. 3 D.B. tank, port and starboard air pipes, completely removed and rejointed. Port air pipe, one section 20 feet long, renewed.

Port and starboard bilge sounding pipes, partly renewed.

No. 4 lower hold.

Bilge limbers removed and completely renewed, also cement chocks remade.

All air, sounding and bilge piping casings, removed and renewed as required. Pipe stools and guards stools renewed as necessary.

Six (6) bilge brackets on port side, complete with face angles, renewed.

Sixteen (16) bilge brackets on starboard side, renewed, complete with face angles.

No. 6 D.B. tank, two new manhole doors fitted with studs, renewed. Two remaining doors, broken studs drilled and renewed. Starboard sounding pipe partly renewed.

Port after air pipe partly renewed.

After centre line bulkhead, face channels, faired in place.

No. 5 lower hold.

Bilge limbers removed and completely renewed, also cement chocks remade.

All air, sounding and bilge piping casings, removed and renewed as required.

Pipe and casings stools renewed as necessary.

Three (3) indents to tunnel plating, faired in place.

No. 7 D.B. tank, port and starboard air pipes completely renewed. One manhole door fitted with studs, renewed completely.

Forward centre line bulkhead, face channels heated and faired in place.

9) TWEEN DECKS.

All cement chocks completely removed and remade.

All air, and sounding pipes casings removed and part renewed. Also casing stools renewed as necessary.

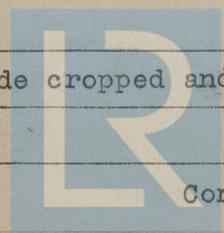
Hatch covers, angle bearers, faired in place.

One tween deck plate in No. 5 tween deck, starboard side, aft, cropped for 3'0" and renewed.

10) FORE PEAK.

Two tank top plates, in way of No. 1 tween deck, port side cropped and renewed.

Total area 53 square feet.



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Lloyd's Register  
Foundation

Continued.

Sounding pipe completely renewed. Air pipe vent on forecastle deck, renewed.

Filling pipe from tank top to forecastle deck, renewed, complete with brass adapting deck flange.

Main suction valve and extension spindle reconditioned and suction pipe renewed.

Hand pump and suction pipe completely renewed.

11) AFTER PEAK.

Manhole door and frame, renewed.

Sounding pipe completely renewed.

Horizontal stringer on starboard side, cropped where wasted for 6'0" and renewed.

Hand pump and suction pipe, completely renewed.

12) POOP ACCOMMODATION.

Completely stripped and reconditioned. Several sanitary pipes and sanitary fittings renewed. Wasted plating to partition bulkheads cropped and renewed or doubled. Wasted plating to forward bulkhead cropped and new plating fitted, 42 square feet total area.

13) STEERING GEAR.

Steering gear examined, tested and found in good working order. Hand gear placed in good working order.

14) ANCHOR & CABLES.

Both chain cables ranged into barge. 8 lengths (120 fathoms) were found on each cable. Three (3) lengths (45 fathoms) of chain cable found below minimum mean diameter.

All shackles released, examined and secured with new wooden taper pins.

Three (3) new lengths of chain cable have now been ordered in Europe, as stated by the Owners Superintendent.

15) Fourteen (14) frozen fairleads, completely removed from deck, reconditioned, defective parts renewed and made workable. Fairleads repositioned and two wasted bed plates of same renewed.

C - FREEBOARD RENEWAL

Alterations

1) Two scupper valves on port and starboard ship sides in fore peak, now removed and apertures blanked as necessary.

2) Two scupper valves on port and starboard ship sides, at forward end of No. 1 tween deck now removed and apertures blanked as necessary.

3) Three (3) ventilators for ex-tween deck bunkers, situated in alleys between bulwark and Engineers accommodation, two on starboard side and one on port side, ventilators removed and apertures on weather deck blanked with welded plating.

D - SAFETY EQUIPMENT

I have compared the arrangements on board the vessel with the requirements of the relative parts of the Convention for the Safety of Life at Sea, and found the whole to be in efficient condition.

Emergency Independent fire pump, opened up, completely reconditioned and tested satisfactorily.

All steam smothering valves on deck, completely dismantled, reconditioned, and refitted with new jointing material, bolts and nuts. Several lengths of wasted piping renewed. System tested on completion.

Deck fire service line, completely removed from forecastle to poop and pipes examined; Hydrants and valves reconditioned and wasted parts renewed. About 130 feet of 3" bore wasted piping renewed complete with flanges. Pipe line replaced with new holding brackets and tested satisfactorily.

Continued.

E - ALTERATIONSINCREASING OF DRAUGHT

The above part of the alterations and additions required, have been carried out.

NOW DONE:-

- 1) Reverse angles 3/8" x 4" x 4" have been fitted and welded on every fourth frame in lower holds, deep tanks, stokehold and engine room, from frame No. 18 to frame No. 163. Reverse angles lapped onto the bilge brackets and beam knees and rivetted.
- 2) Reverse angles 3/8" x 4" x 4" have been fitted and welded on every alternate frames in the tween decks, from frame No. 18 to frame No. 149. Reverse angles lapped and rivetted onto the beam knees and efficiently connected to the second deck.

The Owners will complete the alterations and additions for increasing of draught at a later date.

F - GROUNDING DAMAGE

Stated to have been sustained as a result of grounding on the 6th April 1958, seven miles west of BENGUT.

NOW DONE:-Repairs effected in Dry DockSTARBOARD SIDE. Counting from forward

- 1) "B" Strake, No. 9 plate, cropped at mid-length for 11'0" and renewed.
- 2) "B" Strake, No. 10 plate, renewed.
- 3) "B" Strake, No. 11 plate, forward end of plate, released and faired in place.
- 4) "C" Strake, No. 10 plate, forward end of plate, cropped for 4'6" and renewed.
- 5) "C" Strake, No. 9 plate, after end of plate, released and faired in place.
- 6) Four (4) floors in way of buckled plates, removed, faired and refitted and seven (7) floors, released and faired in place.
- 7) Starboard bilge keel in way of Nos. 2 and 3 holds, cropped for 25'0" and renewed.
- 8) Stern shoe, veed and electric welded where cracked.
- 9) Approximately 890 slack or started bottom rivets renewed, 120 caulked and 60 electric welded.
- 10) Rudder removed;

Reinforcing 3/4" doubling plates fitted on both side of cracked rudder post for full height. (See sketch attached to this report).

Stern frame sole piece heated and faired in place.

Top rudder post gudgeon bored out and realigned true.

Top and bottom gudgeon bushes renewed and bottom pintle renewed.

- 11) Fabricated stern frame, one piece 17" x 10" cropped from upper part of stern frame for examination. Existing cork removed, bottom rivets caulked and stern frame filled with cement. New plate 1 1/2" x 17" x 10" welded butt to butt.

- 12) ~~Stern bush rewooded.~~ See Report 9

- 13) ~~Repairs carried out afloat.~~

- 13) Steadiment bearing dismantled, reconditioned working faces dressed. Key way reconditioned and key renewed.

- 14) After Peak:-

Wash plate completely renewed.

Three (3) intermediate beams renewed.

Seventeen (17) beam knees renewed.

- 15) Ex - Cross bunker, hatch coaming abreast stokehold casing, cracks on both sides veed and welded. Also two heavy doublers 5/8" x 2'9" x 9'2" welded on port and



Port of ALEXANDRIA

Continuation of Report No. 4954 dated 31st July 1958

on the S.S.  
"ATHAMAS"

and starboard sides. Also after corners of hatch coaming reinforced internally with 5/8" doubling plating. Landing angles in way cropped and renewed.

16) Port and Starboard Deep and Settling Tanks:-

Forward bulkhead in No. 3 hold, inner and outer landing angles, all rivets electric welded from both sides and seams of both angles completely welded.

After bulkhead in stokehold, 130 rivets of landing angles caulked and 35 feet of seam caulked.

Forward and after bulkheads, 135 rivets welded, 580 rivets caulked and 55 feet of seam caulked.

All bulkhead brackets to No. 3 D.B. tank top, landing angles and rivets, all electric welded.

17) No. 3 hold.

(Six) 6 bilge brackets on starboard side renewed.

One ship side frame cropped for 7'6" and renewed, and two cracked frames welded and reinforced with doubling plates; all on starboard side.

130 rivets caulked and 15 welded to No. 3 D.B. tank top and margin plates.

18) No. 2 hold.

Three (3) cracked ship side frames on starboard side, welded and reinforced with doubling plates.

Seven (7) bilge brackets on starboard side, renewed.

120 rivets caulked and 30 welded to No. 2 D.B. tank top.

19) No. 1 hold.

Five (5) bilge brackets on starboard side, renewed.

90 rivets caulked and 15 welded to No. 1 D.B. tank top.

20) Fore Peak.

Third stringer below tank top, port and starboard cracked corners in way of collision bulkhead, cropped for 2'0" x 2'6" and renewed.

21) Bulwark plating and stanchions, on starboard side, amidships, welded where cracked.

G - HEAVY WEATHER DAMAGE.

Stated to have been sustained on the 3rd April 1958, during the voyage from BREMEN to ALEXANDRIA.

NOW DONE:-

- 1) Engine room skylight removed, straightened and repaired.
- 2) Gangway ladder, renewed.
- 3) Sixteen (16) port hole glasses, renewed.
- 4) Fuel oil, filling pipe line on fiddley deck, renewed, complete with stools.
- 5) Three pipe guards and stools, in way of windlass, renewed.
- 6) Motor life boat, broken outboard planking and frames, extensively renewed, buoyancy tanks repaired and tested. Motor opened up, cleaned and tested.
- 7) One wire reel to forecastle, renewed.

H - ICE DAMAGE

Stated to have sustained in the Hudson's Straits area on 31st July and from 1st to 6th August 1957, during the voyage from LONDON to CHURCHILL, MANITOBA.

NOW DONE:-

- 1) Six (6) indentations to shell plating, abreast of port bow, in way of light load line, released and faired in place.
- 2) Five (5) indentations to shell plating, starboard bow, in way of light load line,

Continued.

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released and faired in place.

3) Top rudder pintle guard, renewed.

CONDITIONS OF CLASS:-

- 1) "Stern frame Solepiece (EW 6/56) now considered efficient". It is therefore recommended that this insertion may be removed from the condition of class list.
- 2) Drydocking (Ice Damage). It is also recommended that this insertion may be removed from the condition of class list.
- 3) It is recommended that the following item be inserted in the condition of class list:-  
"45 fathoms of chain cable be renewed at earliest opportunity."

ENDORSEMENTS:-

- 1) "Shell plate in 2nd strake below sheer (port side) abreast No. 4 hold, indented".  
The above has been dealt with, and it is recommended that this insertion be removed from the list of Endorsements.
- 2) "Soft nose stern plate indented". Above item not dealt with this time, and it is recommended to be withheld meantime in the list of Endorsements.

*Maunty*



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