

First date 21st April Last date 4th July 1958

Last Report (For Head Office only)

9. 4954.

Essential Independent Pumps (Identify by position). ALL - GOOD, including Emergency Fire Pump Set.

Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. ALL - GOOD.

Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? YES - GOOD

Fresh Water Coolers. --- 36 Lub. Oil Coolers. --- 37 Heaters (state service). BOTH FEED & BOTH O.F. HEATERS - GOOD - TESTED. 38 Independent Air Compressors, Coolers & Safety Devices. --- 40 Auxiliary. --- 39 Air Receivers & Safety devices—Main. --- 41 Oil Fuel Tanks (Not forming part of hull structure). --- 42 Evaporators. GOOD 43 Have Evaporator Safety Valves been tested under steam? YES 44 Steering Machinery. GOOD 45 Windlass. GOOD 46 Fire Extinguishing Arrangements. GOOD

AUXILIARY ENGINES (Identify by position).

BOTH GENERATOR STEAM ENGINES - GOOD

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators	---	---	Generators & Governors. GOOD
b Exciters	---	---	
c Air Coolers	---	---	m Motors. GOOD
d Motors	---	---	
e Air Coolers	---	---	n Switchboards & Fittings. GOOD
f Control Gear, Cables, etc.	---	---	o Circuit Breakers. GOOD
g Insulation Resistance	---	---	p Cables. GOOD
h Insulating Oil Test	---	---	q Insulation Resistance. GOOD
i Overspeed Governors	---	---	r Steering Gear Generators and Motors. -- (Steam)
j Magnetic Couplings	---	---	s Navigation Light Indicators. GOOD
k Air Gap	---	---	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN PORT 30/4/58 STARBOARD 5/5/58
CENTRE 19/5/58

AUXILIARY, DONKEY or PRESS

Superheaters. ---
Safety Valves. GOOD
Mountings, Doors & Fastenings. GOOD
Safety Valves Adjusted to Sat. ALL to 220 lbs. per sq. inch.
Safety Valves Adjusted to Sat. ---

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? YES Forced Circulating Pumps. ---
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? NONE Funnel. GOOD

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main STEEL - GOOD Auxiliary (over 3 in. bore). ---
Were Copper Pipes annealed? --- Have Saturated Pipes in cylindrical boiler smoke boxes been tested? NONE

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)

WEAR & TEAR REPAIRS

Main Engines.

- 1) H.P. valve gear reconditioned. Cr Camshaft skimmed and 3 brass bearings renewed. Four slide valve rods skimmed and metallic packings reconditioned. Four steam and exhaust slide valve false faces removed, skimmed together with slide valves and adjusted. Eight (8) phosphor bronze guide rollers renewed.
- 2) H.P. piston rings renewed with spares on board.
- 3) Main engine stop valve, extension manoeuvring gear reconditioned. Valve lid skimmed. Balance piston grooves skimmed and rings renewed.
- 4) Main Condenser. Overboard discharge copper pipe, brazed at both flanges and tested. Expansion gland on overboard discharge pipe reconditioned. Auxiliary Condenser. All tubes completely removed, cleaned, and tested. Tubes replaced, repacked, and 500 ferrules renewed.
- 5) Main Engine attached, bilge and sanitary plungers skimmed, neck bushes and gland bushes renewed.

Continued.

Survey fees	E.S.	£ 108.000
	B.S.	48.000
	S.P.S.	10.000
	T.S.	10.000
Damage Repairs		60.000
Wear & Tear Repairs		30.000
Expenses		12.000
	Electrical	24.000
	Stamp Duty	0.200
	S.A.F.	8.000
Cost of Cables		4.180
Date when A/c rendered		11th July 1958

Rpt. 9a.

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Port of ALEXANDRIA

Continuation of Report No. 4954 dated 31st July 1958

on the S.S. "ATHAMAS"

- 6) Steam and Exhaust valves. Almost all steam and exhaust valves in engine room and stokehold opened up, overhauled and rejointed. Five valve seats, five valve lids and six valve spindles renewed. Cover studs renewed where necessary.
- 7) Port Dynamo Engine. General overhaul. Cylinder bored and new cast iron liner fitted. Piston modified and new Carslile rings supplied by Owners fitted. Piston rod machined, brass bushes and metallic packings renewed. Piston valve cylinder bored and piston valve renewed. Valve rod machined and bushes renewed. Steam and exhaust valves, valves and seats machined.
- 8) Starboard Dynamo Engine. As per port engine.
- 9) Port Feed Pump. General overhaul. Piston grooves skimmed and piston rings renewed. Bucket grooves skimmed and ebonite rings renewed. Slide valve and false face skimmed. Piston rod machined, metallic packings removed and stuffing box with gland fitted. Link motion gear reconditioned. Suction valves machined and ground in.
- 10) Starboard Feed Pump. General overhaul. Piston grooves skimmed and piston rings renewed. Bucket grooves machined and ebonite rings renewed. Slide valve and false face skimmed. Piston rod machined, metallic packings removed and stuffing box with gland fitted. Link motion gear reconditioned. Suction valves and seats machined. Steam and exhaust stop valves, valves and seats machined. Lubricator repaired.
- 11) Worthington Feed Pump. General overhaul. Buckets grooves skimmed and ebonite rings renewed.
- 12) General Service Pump. Pump removed ashore, and a reconditioned pump supplied by Owners installed. Bed plate renewed to suit pump. Steam and exhaust, suction and delivery pipes modified and renewed to suit pump.
- 13) Fresh Water Pump. General overhaul. Piston rings renewed. Two slide valve rods renewed and brass bushes renewed. Slide valve false faces machined. Piston rods skimmed and brass bushes renewed. Buckets rings renewed. Four brass guides for suction valves renewed. Steam and exhaust stop valves, valves and seats machined.
- 14) Fuel oil Transfer Pump. General overhaul. Piston grooves skimmed and rings renewed. Shuttle valve reconditioned. Slide valves and false faces skimmed. Steam and exhaust stop valves, valves and seats machined. Suction and delivery valves reconditioned.
- 15) Fuel Oil Pressure Pumps. General overhaul. Pistons and buckets grooves skimmed and rings renewed. Steam and exhaust stop valves, valves and seats machined. Suction and delivery valves reconditioned.
- 16) Fan Engine. General overhaul. Piston and valve rods skimmed and metallic packings for both rods renewed. Bottom and bearing remetalled. Steam and exhaust stop valves, valves and seats machined and one valve spindle renewed.
- 17) Windlass. General overhaul. Crossheads guides and shoes machined. Crosshead pins renewed. Piston rings renewed. Brakes gear reconditioned.
- 18) Steering Engine. General overhaul. Piston grooves skimmed and rings renewed.
- 19) Heating Coils. Heating coils in Nos. 2, 3 and 6 D.B. tanks, and in Port and Starboard Deep and Settling tanks tested to 400 lbs. per square inch. About twenty (20) leaky flanges rejointed.
- 20) Ballast Pipes. All ballast lines passing from all D.B. tanks, tested hydraulically from stokehold valve boxes. Thirteen (13) shaped and straight pipes 3", 4" and 5" bore renewed. About twenty-two (22) leaky flanges rejointed.
- 21) Deck Steam Pipes. All deck steam and exhaust pipes completely removed from

Continued.

forecastle to poop. Pipes examined. Four (4) new steel pipes renewed. Five (5) copper

pipes brazed and tested. Pipes installed on new stools. Steam and exhaust valves including of winches, all reconditioned. About forty-two (42) sections of pipe guards renewed complete with their holding brackets.

22) Bilge Valves and Pipes. All bilge valves in engine room, stokehold and in holds, reconditioned. Fifteen (15) bilge pipes in holds renewed, and two (2) bilge pipes in stokehold and engine room renewed.

23) Cofferdam, suction pipes completely renewed.

24) MAIN BOILERS:-

All three main boilers opened and cleaned throughout, examined and found or placed in good order. All general mountings overhauled with necessary renewals, all furnace fronts and O.F. burning arrangements in way overhauled and dealt with as necessary. For further particulars see also damage repairs.

25) ELECTRICAL INSTALLATION:-

Electrical circuits megger tested, and defective lines and fittings renewed and placed in good order. On completion, all generators, motors, the switch-board, cables, fuses lightings points and fittings of the electrical installation, examined under working conditions, the governing of prime movers tested and all found or made satisfactory.

DAMAGE REPAIRS:-

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

All sea-valves and cocks opened up, examined and overhauled. Auxiliary injection and blow down valve spindles renewed. All inlet gratings removed and refitted and bolts renewed as required. Main injection extension spindle renewed.

Lower wood of sternbush renewed.

MAIN ENGINES:-

All main bearings, top and bottom halves remetalled.

H.P., M.P. and L.P. bottom ends remetalled.

Seven (7) tunnel bearings, bottom halves, remetalled.

Thrust shaft, top and bottom main bearings, remetalled.

Holding down bolts of main engines, tightened up and thirty-five (35) broken bolts renewed.

Main engine, thrust block and tunnel bearing cooling pipes, cleaned.

M.P. ahead and astern eccentric sheaves machined and top halves of eccentric straps remetalled.

M.P. piston rings, renewed.

L.P. ahead and astern eccentric sheaves, dressed in position and top halves of eccentric straps remetalled.

M.P. slide valve and false face machined, and false face refitted with new bolts as required.

L.P. slide valve and false face machined, and false face refitted with new bolts as required. Working face of saddle repaired by fitting guide strips. Valve spindle renewed and metallic packing renewed.

Main engines attached pumps, levers, three (3) pins polished and three (3) bearings renewed.

Air pump, eight (8) kinghorn valves renewed.

Main circulating pump-set, impeller shaft skimmed and bearings remetalled.

Seal-rings renewed. Bottom end bearing remetalled. Steam piston grooves machined and piston rings renewed.

Main condenser, all tubes cleaned and all ferrules removed and repacked.

Ninety-three (93) damaged ferrules renewed.

BOILERS:-Port Boiler:-

Thirty-seven (37) broken stay bolts, renewed.

Sixty (60) plain tubes, expanded.

Thirty (30) stay tubes, expanded and caulked.

Centre Boiler:-

Fifty-two (52) broken stay bolts, renewed.

One hundred (100) plain tubes, expanded.

Thirty-five (35) stay tubes, expanded and caulked.

Starboard Boiler:-

Forty-two (42) broken stay bolts, renewed.

Seventy (70) plain tubes, expanded.

Twenty-eight (28) stay tubes, expanded and caulked.

HEAVY WEATHER DAMAGE:-

Stated to have been sustained on 3rd April 1958 on voyage from Bremen to Alexandria.

Engine room skylight flaps, removed, faired, repaired and refitted.

Fuel oil filling line on fiddley deck, renewed.

Inboard dynamo armature and field coils rewound.

Refrigerator motor armature and field coils rewound.

Radar and Gyro-compass feeder lines, renewed.

Navigation and cargo light-cables and fittings, renewed.

Engineers' accommodation = bridge accommodation = boat deck and poop, all damaged cables and fittings, renewed.

ICE DAMAGE:-

Stated to have been sustained in the Hudsons Straits area on 31st July, and from 1st to 6th August 1957, during the voyage from London to Churchill, Manitoba.

Cast steel propeller, all blades found slightly bent and off set, also leading edges and blade tips chipped.

It is recommended the following item to be inserted in the List of

Endorsements:- "Propeller to be renewed at first opportunity".

Satisfactory main and auxiliary engine trials ~~at~~ ^{at} witnessed/quayside.



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