

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25.8.55 When handed in at Local Office 25.8.55 Port of Piraeus
No. in Reg. Book 33238 Survey held at Piraeus Date, First Survey 1.6.55 Last Survey 20.8.55 19
on the ~~XXXXXX~~ Steel screw steamer "ATHOS" (No. of Visits 32)

TONNAGE: Built at Sld. By whom Sir J. Priestman & Co. When 1929 MONTH 7
GROSS 3958. Owners Avance Cia. Maritima S.A. Owners' Address
UNDER DK 3591 Managers Port belonging to Puerto Limon.
NET 2353

Surveyed Afloat or in Dry Dock? Both. Name of Dock Govt. Graving Dock. Destined Voyage
Cell D B or D B a feet: uE&B feet: f feet: f
total capacity tons. FPT tons: APT tons: MT feet: tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11350 Port Bon

Yes.
Now

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

In 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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 9 ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Survey due 1.55. Ship 26 years old.

Now done:- Vessel placed in drydock. Shell plating, stern frame and rudder cleaned, examined and recoated. Vessel undocked on the 13th August, 1955.

Examined:- All holds, tween decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain lockers, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps and sounding pipes, striking plates fitted, casings and boats. Freeboard verified. Shell plating drilled and gauged, list of thicknesses attached. Cement laid on bottom shell plating found adhering satisfactorily and plating in way not drilled.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE							
Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	
Bulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Feet.)	
Samings	"	Cement manifestly	"	Oil Bunkers	Good.	When fitted, Month	Year
ams & Fastenings	"	Rudder	"	Scuppers	Good.	Boats	Good.
tside Plating	"	Steering gear and its connections	"	Cargo Hatchways	Good.	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	Good.	Condition, how ascertained	By Exam.
mes	"	Have pumps been examined and found efficient?	Yes.	Planking		(State if wedges removed.)	
erse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking		Equipment letter	W ✓
itudinals	"	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Anchors, No. of	3B 1S
verses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems		Cables (State if now ranged)	Yes.
rs	"	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches		" length	225 fms. mean diamr. 2 1/32" (on board.)
ons	-	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings		" Rule length	270 fms. size 2 1/16"
gers	"			" " at other places		Chain Locker	Good.
Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Good.
the Tanks been examined internally	Yes.			Salting		Standing running Riggings	Good.
the Tanks been tested?	Yes.			State if examined		Sails	-

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

s vessel, in our opinion, is now in good condition and it is Recommended that she be continued as classed in the Register Book with record of drydocking 8.55 and to have the notation ss Pir.-8.55 (Dr.) Fitted for oil fuel 8.55, subject to forty five fathoms of chain cable of the proper weight and test and to 200 feet of steering chain, 1 1/2" diameter, of the proper test, being placed on board at the first available opportunity. (Cargo battens not fitted).

Oil fuel	£ 197.10. 0.	Fees applied for,	22.8. 1955
Special XXXXXX Repair Fee (if any)	£ 90. 0. 0.	Received by me,	19
Sunday Fee	£ 7. 0. 0.		
Travelling Expenses (if chargeable)	£ 10. 4. 0.		
Second Surveyor's Fee (if any)	£ 9.		

Committee's Minute

Character Assigned

For A.C. Roney sel. J. Brooke Smith
Surveyor to Lloyd's Register of Shipping. &

Acting Surveyor to Lloyd's Register.

Returned for ap. 55
But assign 8.55 Pir. Surveyor
(delete endowment) + LHC 8.55
S. 8.55
Fitted for oil fuel 8.55 F.P. above 150°F

Cargo battens not fitted (NS)

Examined (internally) and tested:- Fore and after peak tanks and all double bottom tanks.

All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement renewed where necessary.

Equipment:- There are three bower anchors, one stream anchor and two hundred and twenty five fathoms of chain cable of Rule size. According to the certificates on board the collective weight of the bower anchors is 151 cwt. 21 lbs. Proof strain applied not less than 42 tons and that of the chain cable 76½ tons. The weight of the stream anchor is given as 18 cwt. 2 qrs.; proof strain 17 tons.

Oil Fuel:- The construction of oil fuel bunkers has been carried out in accordance with the approved plans. Upon completion the tanks tested with a head of water and proved tight.

Repairs:- The following shell plates dealt with.

Port side. Numbered from forward.

Renewed. G strake Nos. 2, 3 & 8.

F strake Nos. 4 & 5.

Numbered from aft. F stroke No.

Numbered from 1 to 100. Numbered with doublers. Numbered

Fitted with doublers. Cement laid on bottom

No. 2.

Starboard side. Numbered from 1
stroke Nos. 2, 3, 4, 5, 6

Renewed. G strake Nos. 2, 3, 4, 5.

F strake Nos. 4 & 5.
When Anchors or Cables are supplied, the p

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.												
Number of Certificate.	Anchors.*	WEIGHT OF STOCK.		TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs. lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs. lbs.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Stream											
	Kedge											

CHAIN CABLES.

[illegible]

Numbered from aft. F strake Nos. 2 & 3. E strake No. 2.

Fitted with doublers. Numbered from forward.

G strake No.1. F strake No.2 and No.7 part. E strake

G strake No.
 sheets plated over.

Ash shoots plated over.

Deck plates......
1 in main deck, four on starboard side &

Twelve renewed in main deck, four on starboard
in bridge deck. In tween deck pl

in main deck and two in bridge deck. in the

in way of Nos. 3 and 4 hatchways. Opening 101.

plated over.

Continued/.....

No.4 tween deck stringer plates renewed.

Tank top plating. No.1 hold two plates fitted with doublers. No.2 hold three plates doubled. No.4 hold two plates doubled.

A number of other repairs of a more minor nature carried out as found necessary.

The steering chains, originally 1½" diameter, were found to be worn to a mean diameter 1" (full) and it Recommended that these be renewed at the first available opportunity being considered to remain efficient in the meanwhile.

There were two hundred and forty fathoms of chain cable on board, fifteen fathoms of which was found to be worn below the renewal size and now has been removed from the vessel.

All items referred to in Special Reasons List and List of Endorsements have been dealt with, and these should now be deleted.

The midship section is returned herewith.