

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 metalock 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 ~~in~~ 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. M.

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 2239 and the notation "fitted for oil fuel" 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.

John Thomas

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B.S. 10.0.0.
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