

Rpt. 8 JWK.

Port of ROTTERDAM.

No. 49150

Date of writing Report 9-3-1960

When landed in at Local Office

Received London

4 APR 1960

Survey held at Schiedam

No. of Visits 2

First Date 1-3-1960

Last Date 4-3-1960

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. 02654 on the Iron or Steel S.S. "ATHENS" Tons gross 7161

Built at Vancouver By Whom Burrard D.D. Co. Ltd. When 1944 Month 2

Owners Athens Shipping Co. S.A. Owners' address (If not already in R.B.)

Managers Port of Registry Piraeus

Surveyed Afloat or in Drydock in drydock Name of Dock New Waterway floating dock Date of last examn. in Drydock 3-60

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

Last Report: No. 8011 Port Ham To be filled in at Head Office.

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 Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1	* LMC
SS 10-59	ES 10-59
DS 10-59	MBS 10-59
	TS 10-59 CL
	Sps 9-54
Cargo battens not fitted	OF 2-44

Give dates and references to any letters relating to this Report

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 to Owners. Freeboard as marked on ship and now verified ft ins but not required Was a damage report made by anyone else? If so, by whom? Underwr. Surveyor

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE SURVEY & PART PERMANENT REPAIRS AND ANNUAL SURVEY.

The vessel was reported to have sustained damage stated to have been caused by:-

1. Heavy weather during voyage Casablanca-Darien 30-11 - 26-12-1959.
2. Heavy weather during voyage Darien-Rotterdam 21-2-1960.
3. Collision with m.s. "Libra" near Dungeness 28-2-1960.

Upon examination found:-

1. Shellplate K.2 (p.s.f.) indented.
2. Local indents in shellplates H.2, 3, 4 (p.s.f.)
3. Hatch coaming and deckplating in way of portside forward corner No. 4 hatch fractured.
4. A fracture in shellplate at corner of starboard seainlet
5. Fractured welding of rudderplating.

Permanent repairs done:-

1. Fracture in shellplate in corner of starboard seainlet, drilled off, veed out, welded and doubling plate around seainlet fitted.
 2. Fractured welding of rudderplating veed out and rewelded.
 3. Insert plate of P.403 material fitted at port forward corner of No. 4 hatch.
- Fracture in hatchcoaming veed out, welded and add welded flatbar round hatch corner fitted.

As the vessel was urgently needed, there was no opportunity to carry out CONTINUATION OVER

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes Is Classification Certificate required? If so, to be sent to not required Has Interim Certificate been issued? copy attached

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".

It is submitted this ship is eligible to remain as classed with fresh record of Docking 3-60, subject to indented shellplate K.2 (p.s.f.) to be specially examined and dealt with as found necessary next drydocking-

Surveyor to Lloyd's Register of Shipping M.B. v.d. Moezel.

Date of Committee THURSDAY - 5 MAY 1960 Minute SS 3.60, subject (h.m.)

FRIDAY 10 FEB 1961 Memo 563 Omit class from report of 10.60 Reinst Classed to R until 10.60 Note HVE

010378-010390-0006

DISCLOSED SECTION NO. 68152673

DISCLOSED SECTION

DISCLOSED SECTION

DISCLOSED SECTION No. 631A

Lloyd's Register Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DAMAGE REPAIRS AND ANNUAL SURVEY

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			
Rudder lifted	no	A.P. "			
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)			
Hatchways, Covers, closing and securing appliances	yes				
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks			
Holds	no	Deep Tanks			
Tween Decks	no	Oil Fuel Bunkers and Settling Tanks		NO	NO
Fore Peak Spaces	no	Side Tanks			
After " "	no	Wing Tanks			
Engine Space	no	Other Tanks			
Boiler " "	no	Cargo Tanks (Tankers)			
Under Engines and Boilers	no	Cofferdams			
Tunnel and Well	no	Pump Rooms			
Coal Bunkers	no				
Chain Locker	no				
Other Spaces	no				
Have Tanks now Examined been Cleaned as Necessary? ---					
Have Strums in Cargo Tanks (of Tankers) been removed? ---					
Have Tanks been Retested as necessary after completion of any Repairs? ---					

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? no

Have the bilges been cleaned out and examined? no Has cement in bottom been examined? no

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? no If so, state which ---

Have the shell and deck plating been drilled as per Rule? no If so, Report 8(Dr) to be attached no

Have any alterations to the approved scantlings and arrangements now been effected? no 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 <u>good</u>	Ceiling and Cargo Battens <u>not examined</u>	Sluice Valves examined and found <u>none</u>	
" " in way of side scuttles <u>not examined</u>	Cement or Asphalt <u>not examined</u>	Air and Sounding Pipes <u>on deck good</u>	
Rudder and Sternframe <u>good</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>not examined</u>	
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>	
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings and closing appliances <u>good</u>	Condition, how ascertained (State if wedges removed) <u>from deck</u>	
Coamings and Casings <u>good</u>	Companionways and Skylights <u>good</u>	Chain Locker <u>not examined</u>	
Beams and Fastenings <u>not examined</u>	Shell Openings <u>none</u>	EQUIPMENT	
Frames " " <u>" "</u>	Ash Shoots <u>none</u>	Equipment Letter <u>a † 2.1/16" S.Q.</u>	
Reverse Frames " " <u>" "</u>	Overboard Discharges and Scuppers <u>not examined</u>	Anchors, No. of <u>Condition not examined</u>	
Longitudinals " " <u>" "</u>	Freeing ports <u>good</u>	Cables (State if now ranged and examined) <u>not ranged</u>	
Transverses " " <u>" "</u>	Steering Gear (Main and Auxiliary) examined and found <u>good</u>	" length <u>mean diam.</u>	
Floors " " <u>" "</u>	Windlass examined and found <u>good</u>	" Rule Length <u>Size</u>	
Keelsons " " <u>" "</u>	Pumps " " <u>not examined</u>	Hawsers and Warps <u>sufficient</u>	
Stringers " " <u>" "</u>	W.T. Doors " " <u>not examined</u>	State if any Anchors or Chain Cable have <u>no</u>	
Inner Bottom Plating " " <u>" "</u>		now been supplied or retested, if so, <u>no</u>	
Bulkheads and Tunnel " " <u>" "</u>		complete Report 8(Eq) and attach.	

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

CONDITION OF CLASS: NEW ITEM:— "Shellplate K.2 (p.s.f.) to be specially examined and dealt with as found necessary next drydocking."

~~REMARKS, REPAIRS, ETC. (Contd.)~~

S.R.L. APPENDIX: NEW ITEM:— "Shellplates H.2, 3, 4 (p.s.f.) indented."

REMARKS, REPAIRS, Etc. (Contd.)—

repairs to the indented shellplates (p.s.f.), but in my opinion the plates are still efficient. It has been recommended the shellplate K.2 (p.s.f.) to be specially examined and dealt with as found necessary next drydocking.