

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th. Apl. 1953. When handed in at Local Office 8th April 1953. Port of CARDIFF.
 No. in Reg. Book. Survey held at CARDIFF. Date, First Survey Dec. 4th. Last Survey March 31st. 1953.
 on the ~~Steel~~ "DIMITRIOS A. KYDONIERS". (No. of Visits 16.)

TONNAGE: — Built at South Shields. By whom J. Readhead & Sons, Ltd. When 1926. MONTH 11.
 GROSS 4862 Owners N.A. Kydoniers. Owners' Address
 UNDER DK 4344 Managers — Port belonging to Andros.
 NET 2971

Yes

Now.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Roath Basin & Queens Dock. Destined Voyage

ullDBorDBa feet; uE&B feet; f feet
 al 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.

ast Report, No. 125945 Port LON.

radical 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.

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.

Superintendent, but not required.

Was a damage report made by anyone else? if so, by whom? Salvage Association.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Conversion from Coal to Oil Fuel.

Damage stated due to contact with quay wall on starboard side aft, whilst leaving Roath Dock, on 30th. March 1953.

Now done on account of Damage:—

Starboard Side. Plate crossing after peak tank bulkhead on starboard side and plate aft in 1st. below sheer heavily indented.

Bulkhead wing plate, shell bar and 3 frames in way affected.

Temporary repairs effected by caulking and welding all butts seams and frame riveting in way of above. After peak tested to Rule requirements on completion of temporary repairs and found tight.

It is recommended that permanent repairs be effected at next dry docking, not later than Sept. 1953.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								See report.
Faird or Repaired in place ...								

Contd

PRESENT CONDITION OF THE

Satisfactory.

Bulkheads Part seen satisfact.	Engine Room Skylights Satisfactory	Copper, or Y.M. (State if on Felt.)
Ceiling "	Coal Bunkers, Openings, Covers, &c. None	When fitted, Month Year.
Cement or Asphalt —	Oil Bunkers Good	
Rudder Seen afloat, satisfact.	Scuppers "	Boats Satisfactory
Steering gear and its connections "	Cargo Hatchways Satisfactory	Masts, Yards, &c. "
Windlass "	Hatches "	Condition, how ascertained from deck (State if wedges removed.)
Have pumps been examined and found efficient? No	Planking	Equipment letter Z.
Have Sluice Valves been examined and found efficient? None	Caulking	Anchors, No. of 3B.1S.
Have Watertight Doors been examined and found efficient? Yes	Treenails	Cables (State if now ranged) No
Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" length stated complete.
See Air and Sounding Pipes Satisfactory	Transoms, Pointers & Crutches	" Rule length 270 size 2.4/16
Have the Tanks been examined internally? See Report.	Timbers of Frame at openings	Chain Locker
Have the Tanks been tested? Report.	" at other places	Hawsers & Warps sufficient
	Stringers, Clamps & Shelves	Standing and Running Rigging satisfact.
	Salting	Sails None.
	State if examined.	

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."

This vessel is eligible in my opinion to remain as now classed with fresh record of

Fitted for oil fuel 3,53, Flash Point above 150°, subject to permanent repairs to shell plating etc., in 1st. strake below sheer at after peak bulkhead on starboard side at next dry docking (not later than end of September 1953), also to all other conditions attached to vessel's class being dealt with.

Survey Fee (per Section 23) Conversion to oil fuel. 30	Fees applied for, 8 April 1953
Special Damage or Repair Fee (If any) I. Cert. 10	Received by me, 19
Travelling Expenses (If chargeable) Late attend. fee. 4	
Second Surveyor's Fee (if any)	

Committee's Minute

WED. 29 APR 1953

Character Assigned

As now, subject (with endorsement) Fitted for oil fuel 3,53, F.P. above 150°.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002846-002852-0222 1/2

"DIMITRIOS A. KYDONIEFS".Now done for Conversion:-

No.2 tank - Centre line girder made oil tight and new tank^{end}/fitted at No.108 frame.

No.2a tank - Centre line girder made oil tight and new tank end fitted at 84 frame.

Original tank end on No.88 frame opened to make longer tank.

Forward Cofferdam floor at No.83 frame blanked off and made oil tight.

After Cofferdam - Floor at No.70 frame blanked off and made oil tight.

No.4 tank extending from Nos. 42 to 69 frames, centre line girder made oil tight.

Air pipes of area equal to that of filling pipes fitted to all oil and settling tanks, and led to upper deck, all fitted with wire gauze.

All alterations have been carried out in accordance with plans approved 24/12/52, and requirements of Rules where applicable, have been complied with.

Ash shoot on starboard side has been removed and plating in way has been fitted with efficient welded plates.

On completion of conversion, all tanks and cofferdams have been pressed up as required by Rules with satisfactory results.

Periodical Freeboard Survey carried out at this time and reported separately.

S.R.List. - Nothing done at this time.

Fresh Record for Register Book. - Fitted for oil fuel 3,53 flash point above 150°

