

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Nov. 1949 When handed in at Local Office 22 OCT 1949 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book 13183 Survey held at Blyth Date, First Survey 4th Aug. Last Survey 30th Apr. 1949  
 (No. of Visits 16)  
 on the Wood, Iron or Steel S.S. "IOANNIS CHANDRIS"

TONNAGE: — Built at Sunderland By whom Shank Bros Ltd. When 1942 MONTH 5  
 GROSS 7035 Owners Mrs Bogaria J. Chandris Owners' Address -  
 UNDER DK. 6513 Managers - Port belonging to Piraeus  
 NET 4949

Surveyed Afloat or in Dry Dock? both Name of Dock Blyth S.S. No. 60 L.A. Destined Voyage -  
 Ceil/Bor/Dba \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT 25.83 feet 1085 tons.

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

Last Report, No. 3315 Port Blyth

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1	* LMC 8.48.
wire fastenings	CL N. 6.47.
8.48.	
brackets 6.47.	
knock buttons not fitted	

(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 } 11 ft. 1 in.

Was a damage report made by anyone else? if so, by whom? \_\_\_\_\_

REPAIRS, OR EXAMINATION AS PER RULE, FOR completion of special survey and conversion to oil burning

NOTE:- The special survey was commenced at Newcastle in August 1948. (See Newcastle Report No 105536.)  
 how done:- vessel placed in dry dock. bottom and inside cleaned, examined and recorded.

Completion of special survey.  
 1. The cross bulkhead cleered and examined prior to conversion into deep water ballast tank and structure found in good order.  
 2. No 4 double bottom tank in way of the cross bulkhead has been satisfactorily tested.  
 3. The bulkhead at the after end of No 2 tween deck starboard side has been cleaned at the shell plate, side shell plating in way failed and the bulkhead renewed.  
 This now completes the special survey. (over)

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	do		do		none		When fitted, Month Year
Coamings	do		none		leaking tanks		Boats
Beams & Fastenings	do		Good		do		Masts, Yards, &c.
Outside Plating	do		do		do		Condition, how ascertained
" " in way of sidelights	none		do		do		(State if wedges removed.)
Frames	Good		do		do		Equipment letter
Reverse Frames	do		no		do		Anchors, No. of
Longitudinals	none		no		do		Cables (State if now ranged)
Transverses	do		no		do		" length
Floors	Good		no		do		" Rule length
Keelsons	do		no		do		Chain Locker
Stringers	do		no		do		Hawsers & Warps
Inner Bottom Plating	do		no		do		Standing and Running Rigging
Have the Tanks been examined internally?	Yes		no		do		Sails
Have the Tanks been tested?	Yes		do		do		

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 be continued as now classed with fresh record of anchoring 9.49 Bly. and the notation SS. Bly. 8.48, fitted for oil fuel 9.49 F.P. above 150°F. subject to the indentation side bottom plating etc being dealt with at the owners convenience.  
 (Bows anchor to supply)

Survey Fee (per Section 29) \_\_\_\_\_ £  
 Special Damage or Repair Fee (if any) \_\_\_\_\_ £  
 Travelling Expenses (if chargeable) \_\_\_\_\_ £  
 Second Surveyor's Fee (if any) \_\_\_\_\_ £  
 Committee's Minute \_\_\_\_\_  
 Character Assigned \_\_\_\_\_

Fees applied for, conversion to oil burning 24 10 0 **24 OCT 1949**  
 Received by me, W.T. Swain  
 Surveyor to Lloyd's Register of Shipping.

25 NOV 1949

9.49 Bly without spl dra (h.c.m.)  
 SS Bly - 8.48 BS 9.49  
 S. 9.49 fitted for oil fuel 9.49 FP above 150°F  
 CERTIFICATE WRITTEN. 008648-008655-0043 1/2

57 NOV 1949

If so, is the Report sent now, or when? (19th, Surveys are repeated, not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



a haulage of haulage survey been. (Repr. forward)

conversion to oil burning

all double bottom tanks opened out, the several floors, intercostals and seams, bits of bottom steel plating cut out & removed. The tanks have been rough scaled and wirebrushed. No 5 double bottom tank remains as the feed water tank but one frame space each at the forward and after ends has been blanked off to form cofferdams from the adjacent oil fuel tanks. Sams of tank top plating in way of oil fuel double bottoms shipped, cleaned and one sealing run of welding applied. Bits in way set up as necessary. Stranding of the tank manhole covers modified to suit oil tight pitch and welded flat oval bars fitted round manholes. Drainage and air freeing arrangements in SB tanks examined and in some cases modified. Striking plates renewed as found necessary. The port bunkers at the Port & Starboard sides forward in the Boiler Room have been converted into oil fuel settling tanks as per the approved plans and all non-weather tight work welded, collared, caulked and stoppers fitted to ensure oil tightness. Welded flat bar gullies fitted to the tank top in way draining to the machinery space bilges. Heating coils fitted in double bottom tanks and settling tanks and satisfactorily tested before & after fitting in ship. Patent sounding gauges fitted to settling tanks with gauges in an accessible position in the Holdroom.

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

conversion to oil burning (cont).

The former coal cross bunker forward of the boiler room now converted into a deep tank for dry cargo or water ballast as per the approved plans. The existing deck forming the crown of the deep tank fitted with sealing runs of welding on the seams. Plate steel chocks backed up with welding on underdecks and welded stoppers fitted to main frames in way. The portions of the after bulkhead port & starboard common with the oil fuel settling tanks cleared in to form a 6" air space. Bleeding portall can be removed when tank is used for water ballast. A 6" flat bar gutterway arranged on the tank top in way of this area draining to the deep tank bilges. Wood skelins in bilges removed and replaced with portable steel plates.

Deep tank, settling tanks and double bottom tanks tested on completion with satisfactory results.

The fore peak ballast tank section fitted with a valve controlled from the upper deck.

The edo bounding gear in the forward end of No 2 double bottom tank have now been isolated from the oil fuel tank by blanking the floors and intercostals and the cables to the gear repositioned to lead directly into the compartments. Additional suction lines fitted to new deep tank with suitable blank flanging arrangements and high & low suction fitted to the settling tanks with extension spindles on valves led to deck outside the Boiler Room.

Length of new deep tank 25'10". Capacity 1085 tons Salt.

oil fuel F.P. above 150°F. can be carried in nos 1, 2, 3, 4, 6 & 7 double bottom tanks and in the settling tanks Port & Starboard in the Boiler Room.

how done for docking:- vessel examined in drydock. Bottom and inside cleaned and recoiled. The holds, tween decks, weather decks, machinery spaces, steering gear, windlass, deck and general equipment examined and found in good order.

Repair:- The steamline plating on the main post found partly torn away, how cropper and part renewed. A few minor wear & tear repairs also effected.

For special reasons his:- Repair to aft end of No 2 tween deck (S.S.) how effected and the special survey completed and it is submitted that this item be how deleted from the special reasons his.

The indicated side and bottom plating etc. examined and considered to remain efficient. It is submitted that permanent repair be deferred until the owners convenience.

(Bower anchor to supply).

SURVEYOR TO LLOYD'S REGISTER, NEWCASTLE-ON-TYNE.

