

## REPORT OF SURVEY FOR REPAIRS, &amp;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. Survey held at Rlyth. Date, First Survey 4th Aug. Last Survey 30th Apr. 1949.  
(No. of Visits 16)  
13183 on the Wood, Iron or Steel S.S. "IOANNIS CHANDRIS"

TONNAGE: Built at Sunderland By whom Short Bros & Co. 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 Rlyth S.S. No. 601A. Destined Voyage  
Cell DBor DBa feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT 25.83 feet 1085 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. 3315 Port Rlyth

(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 Specie Survey and Conversion to Oil Burning

NOTE:—The Specie Survey was commenced at Newcastle in August 1948. (See Newcastle Rpt No 105536.)  
how done:—vessel placed in dry dock. Bottom and under cleaned manholes and  
recoated.

Completion of Specie Survey.

- 1 The cross bulkhead cleaved and manholes 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 released at the shell frame, side shell plating in way failed and the bulkhead removed.
- This now completes the Specie 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	Good
Caulking of Decks	do	Celling	do	Coal Bunkers, Openings, Covers, &c.	none	(State if on Felt.)	When fitted, Month	Year
Coamings	do	Cement or Asphalt	none	Oil Bunkers	leaking tanks	Good		
Beams & Fastenings	do	Rudder	Good	Scuppers	do	Boats	Good	Good
Outside Plating	do	Steering gear and its connections	do	Cargo Hatchways	do	Masts, Yards, &c.	do	do
" " in way of sidelights	none	Windlass	do	Hatches	do	Condition, how ascertained	from deck	at 2"
Frames	Good	Have pumps been examined and found efficient?	no	Planking		(State if wedges removed.)	Equipment letter	26 15.
Reverse Frames	do	Have Sluice Valves been examined and found efficient?	no	Caulking			Anchors, No. of	no
Longitudinals	none	Have Watertight Doors been examined and found efficient?	no	Treenails			Cables (State if now ranged)	no
Transverses	do	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson			" length	270 ft. size 25/16.
Floors	Good	Have the Tanks been examined internally?	yes	Transoms, Pointers & Crutches			" Rule length	270 ft. size 25/16.
Keelsons	do	Have the Tanks been tested?	yes	Timbers of Frame at openings			Chain Locker	none
Stringers	do			" " at other places			Hawsers & Warps	Good
Inner Bottom Plating	do			Stringers, Clamps & Shelves			Standing and Running Rigging	do
Have the Tanks been examined internally?	yes			Sitting			Sails	none
Have the Tanks been tested?	yes							

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 any docking 9.49 by and the notation SS. Rly. 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) £ : : Fees applied for, Conversion to oil burning 24 10 0 24 OCT 1949  
Special Damage or Repair Fee (if any) £ : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute £ : :  
Character Assigned

Received by me, 19.

Surveyor to Lloyd's Register of Shipping.

25 NOV 1949

Character Assigned

9.49 Rly without spl dra (h m)  
SS Rly - 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



conversion to oil burning

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

## ANCHORS.

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

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

## CHAIN CABLES.

[illegible]

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 strip of welding on the seams. Plate steel chocks backed up with welding on undersides 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 portable & can be removed when tank is used for water ballast. a 6" flat bar gutterway arranged on the tank top in way of this men draining to the deep tank bilges. Wood ceiling in bilges removed and replaced with portable steel plates.

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

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

The echo sounding 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 free 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.

have to be for docking:- vessel examined in dry dock. Bottom and inside cleaned and repainted. The holds, tween decks, weather decks, machinery spaces, steering gear, windlass, deck and general equipment examined and found as placed in good order.

Repair: The streamliner plating on the nose post found partly torn away,  
has cropped and part removed.  
A few minor welds have repair also effected.

Per Special Reasons list:- Refer to app and how2 tweet deck (S.S) how effective  
and the special survey completed and it is submitted  
that this item be how deleted from the special reasons list.

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

(Bower anchor to supplies).

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

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