

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

9 JUN 1950

Date of writing Report 30/5 1950 When handed in at Local Office 19 Port of Rotterdam

No in Reg. Book. Survey held at Rotterdam Date. First Survey 20/5 '50 Last Survey 23/5 1950 (No. of Visits 2)

11545 on the Machinery of the Wood, Iron or Steel "HADIOTIS"

Tonnage { Gross 7240 Vessel built at Jacksonville, Fla. By whom St. Johns River S.B. Co. Year. Month. When 1945
 Net 4390 Engines made at Hamithor, O By whom General Machinery Corp. When 1945
 Nominal Horse Power 668 H.P. Boilers, when made (Main) 1945 (Donkey) ✓
 Owners Kaiser Steam Nav. Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 WTB Managers ✓ Port Syria Voyage Nenice
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Adam Drydock Co.
 Steam Pressure— 250 lb. (State name of Dock.)
 in Main Boilers (Ref. 2304)
 in Donkey Boilers ✓

Last Report No. Port
 Particulars of Examination and Repairs (if any) Cond + T.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? ✓

" " Donkey " " " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has shaft now been changed? yes If so, state reasons haircracks in keyways Has the shaft now fitted been previously used? no Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft 23/5 '50 State the wear down in the stern bush 2 1/2 in Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Screw placed in drydock propeller sternbush and outside fastenings
newshaft drawn in and found haircracks on both sides of the keyway
and same now replaced by the spare newshaft marked
A+B T.C.S 264 10-10-47.
Fit of propeller cone in propeller ex and found satisfactory.

General Observations, Opinion, and Recommendation.—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

OS 3,34

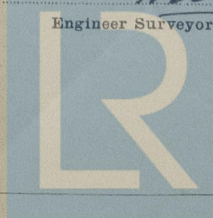
Screw to be continued as classed with notation of S new 5-50 C 2

Survey Fee (per Section 29) £ 100.- Fees applied for 56 1950
 Special Damage or Repair Fee (if any) £ : Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ 12

Committee's Minute TUES. 27 JUN 1950

Assigned A.N. 5.50

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Docking. Screw shaft examined
found hair cracks sides of Keyway
Renewed

It is submitted that
this vessel is eligible for
THE RECORD. SN5.50

dm
23-6-50



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