

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 3.1 MAR 1947)

Date of writing Report Feb. 14th 19 47 When handed in at Local Office Feb. 14th 19 47 Port of NEW YORK

No. in Book 79412 Survey held at Hoboken, N.J. Date, First Survey Dec. 19th Last Survey Dec. 28th 19 47

on the Machinery of the ~~Wood Iron or Steel~~ S.S. "HADIOTIS" ex "NIKI" (No. of Visits 5)

Displacement Gross 7240 Net 4390 Vessel built at Jacksonville, Fla. By whom St. Johns River S.B. Co. When 1945 1

Engines made at Hamilton, Ohio By whom General Machine Corp. When 1945

Nominal Horse Power - Boilers, when made (Main) 1945 (Donkey)

Number of Main Boilers 2 WT Owners Kassos Steam Navigation Co. Owners' Address

Number of Donkey Boilers - Managers Port Syda Voyage

Working Pressure in Main Boilers 240 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Todd Shipyards Corp. Hoboken, N.J.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 names and initials of any letters respecting this case.

Where 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.

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

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

Donkey " " " " " "

When this was not done, 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? P & S hydrostatic pressure of 375 lbs.

Latest date of internal examination of each boiler S. Dec. 19 - P. Dec. 23rd. Present condition of funnel (d) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, 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? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? No If so, state reasons. -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft Dec. 21-46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Work Done:- Vessel placed in drydock, propeller, stern bush with its fastenings, sea cocks and valves

with their shell connections examined and found or now placed in good condition, sea strainers removed, cleaned and sea chests coated, strainer plates replaced.

Tail shaft with continuous liner examined and found in good condition.

The 2 main W.T. boilers and superheaters were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves, adjusted under steam to 225 lbs.

At the request of Chief Engineer.

Fuel oil burning system with installation of piping, valves and deck control examined under working conditions and found satisfactory.

Machinery repairs:- I.P. & L.P. crank pins and brasses examined, refitted and adjusted and now

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel PTO

(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, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

As far as seen, are in good condition and will be eligible in my opinion for a record of LMC with date when machinery survey has been completed and to have record of tail shaft seen 12,46 now.

Survey Fee (per Section 29) 50% - Machy \$ 220 -

Special Damage or Repair Fee (if any) \$ 40 -

(per Section 29.) T.S. 30 -

Travelling expenses (if chargeable) \$ 6 -

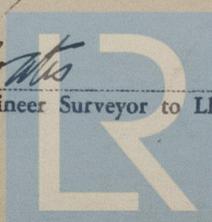
Committee's Minute NEW YORK MAR 5 1947

Assigned Glass substituted T.S. 12, 46.

NTB-225 lbs.

Fees applied for Mar 13, 1947 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



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Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

in good condition.

Propeller (solid bronze) 3 blades bent at tips, faired and dressed.

One (1) blade piece missing, approximately 3in. deep, 4 in. long, approximately 36 in. from tip on backing edge, built up by welded, dressed in way, it was stated by Owners representative that a new propeller has been ordered from the makers and will be fitted next docking.

Machinery generally examined and found well maintained.

Pumping arrangements and electrical equipment generally examined and tried out under working conditions and found satisfactory.

Main & Auxiliary machinery tried out for 2 hours and under manouvering conditions and found satisfactory.

Spare tail shaft placed on board, stamed as follows:-

F.B. Co. 7048 heat No.85 S. 461 - A1
Ser.160 W. AB62 JSC 11-8-46
AB 118 HC 12-16-46

The following can be credited to LMC.

Seacocks and valves

2 Main boilers examined throughout and safety valves adjusted.

Tailshaft drawn and examined.

