

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Jan. 12th 1949 When handed in at Local Office Jan. 15th 1949 Port of NEW YORK

No. in Survey held at HOBOKEN, N.J. Date, First Survey Oct. 25th Last Survey Nov. 19th 1948  
(No. of Visits 16)

51158 on the ~~Wobex Iron Ore~~ Steel S.S. "HADIOTIS"

TONNAGE:— Built at Jacksonville, Fla. By whom St. Johns River S.B.Co. When 1945  
GROSS 7240 Owners Kassos Steam Navigation Co. Owners' Address as recorded  
UNDER DK. Managers Port belonging to Syra  
NET 4390

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Hoboken, N.J. Destined Voyage

ellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
tal capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. Port

Periodical Surveys, when held, must be reported in detail and seriatim 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 O & A

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR S.S. and Damage No.1 stated to have been caused by vessel grounding

r striking submerged object while on a voyage from Dakar to Casa Blanca in ballast October 1, 1948.

Damage No.2 stated to have been caused by the vessel encountering heavy weather while on a voyage

com Saigon to Dakar via Durban, laden August 14th, 1948.

For further particulars please see vessels log books and copy of special damage report attached.

Now done:— Vessel placed in drydock, the bottom and rudder cleaned examined and coated.

Damage repairs No.1. Keel plates No.10,14,15 & 16 removed and renewed.

Keel plate No.13 cropped approx. 5 ft. after end and plate No.14 extended.

Keel plate No.17 cropped approx. 12 ft. forward end and part renewed.

Port side shell plating:—

Strake plates No.9,10,12,13,14 & 15 removed and renewed.

PTO

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	16							
Cropped & part renewed	5							
Removed and Faired or Repaired	4							
Faired or Repaired in place								

SENT CONDITION OF THE	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	—
ing of Decks	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)	—
ings	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year
& Fastenings	Rudder	Good	Scuppers	Good	Boats	Good
le Plating	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" in way of sidelights	Windlass	Good	Hatches	Good	Condition, how ascertained from deck	from deck
s	Have pumps been examined and found efficient?	Yes	Planking	—	(State if wedges removed.)	at
e Frames	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	3B 1S
udinals	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, No. of	3B 1S
erses	Have Ventilators and their Coamings been examined and found efficient?	—	Breasthooks & Stemson	—	Cables (State if now ranged)	ranged
ns	Have Tanks been examined internally?	Yes	Transoms, Pointers & Coaches	—	" length	300ft mean diamr. 2 1/16"
rs	Have Tanks been tested?	Yes	Timbers of Frame at openings	—	" (on board)	300 fth size 2 1/16"
Bottom Plating	Air and Sounding Pipes	—	" " at other places	—	Rule length	Good 270
Chain Locker	Doubling Plates under Sounding Pipes	—	Stringers, Clamps & Shelves	—	Chain Locker	Good 270
Hawsers & Warps	—	—	Salting	(State if examined.)	Hawsers & Warps	Stated sufficient
Standing and Running Rigging	—	—	—	—	Standing and Running Rigging	Efficient
Sails	—	—	—	—	Sails	—

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."

1 the requirements for special survey having been complied with, this vessel is now in good and efficient condition and eligible in my opinion, to remain as classed with fresh record of survey 1,38, 48, and the notation of S.S. N.Yk. 11,48, be made in the Register Book, subject to tunnel W.T. for to be altered to comply with Rules.

Fee (per Section 29)	No.1	\$225.00	Fees applied for,	Feb 9 1949
Damage or Repair Fee (if any)	2	\$75.00	Received by me,	19
Expenses (if chargeable)	Sun.	\$30.00		
Exp.		\$12.50		
Surveyor's Fee (if any)	Rigging	\$25.00		

Committee's Minute NEW YORK FEB 2 - 1949

Character Assigned 100A1 - 11,48 subject  
11,48 fitted for oil fuel (F.P. above 150°F.  
S.S. N.Yk. 11,48 - LMC - 11,48







Masts and rigging examined from aloft (seerigging report attached).  
Steam steering gear and its connections together with telemotor, **secondary** steering gear.  
Windlass examined throughout, ventilator coamings and casings and general equipment. Ceiling removed as required.  
All D.B. tanks, deep tanks, settling tanks, fore and after peak tanks tested to full head.  
Freeboard verified by American Bureau surveyor.

**W & T Repairs:-**

Rudder plating after end found wasted, nosing piece after end lower section fitted several plug welds veed out and rewelded.  
Starboard side crown shackle pin hardened up.  
Five (5) crack arrester holes cut through bulwark plating adjacent to sheer strake in way of bulwark butts.  
Chain cables ranged spare bower anchor and 90 fathoms chain cable supplied, for particulars please see back of report.  
Steering gear together with telemotor tried out.

All the requirements for Special Survey have now been complied with.  
The Society's Rules for the notation "Fitted for oil fuel" have been complied with where applicable.  
For information regarding structural reinforcements and further particulars of scantlings etc. see 1st entry report accompanying this report.

*[Handwritten signature]*



© 2021

Lloyd's Register  
Foundation