

19 FEB 1949

(Received at London Office)

No. 48917

# 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

Reg. Book. 51158 on the Wobey Iron Works Steel S.S. "HADIOTIS" (No. of Visits 16)

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. 4390 Managers \_\_\_\_\_ Port belonging to Syra

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

Height of Deck 11 feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Net Capacity 4390 tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ 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. \_\_\_\_\_ 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

Repairs, OR EXAMINATION AS PER RULE, FOR S.S. and Damage No. 1 stated to have been caused by vessel grounding 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 from Saigon to Dakar via Durban, laden August 14th, 1948.

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

Work 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								
Faired or Repaired in place	4							

## PRESENT CONDITION OF THE

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

153 48, and the notation of S.S. N.Yk. 11, 48, be made in the Register Book, subject to tunnel W.T.

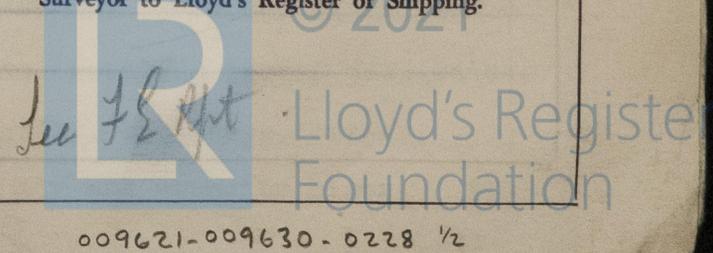
76 or to be altered to comply with Rules.

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

Committee's Minute NEW YORK FEB 2 - 1949

Character Assigned 100 A1 - 11, 48 subject

11, 48 fitted for oil fuel (F.P. above 150°F. S.S. N.Yk. 11, 48 - LMC - 11, 48.



009621-009630-0228 1/2

Is Certificate required? If so, to be sent to \_\_\_\_\_

N.R.—If this Report is copied by Copying Press, special 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.

[Faded text and illegible markings on the left page]

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

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
PA 28603	2nd "	760									Stockless	Baldt Chester, Pa. 10, 47	
	3rd "											Forge Co. E.G. Pyne (A.B.)	
	Collective Weight											A.B. Surveyor	
	Stream												
	Kedge												

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

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
PA 29005	90	2 1/16"	115	115	22716				Di-10k	Baldt Anchor chain & Forge Co.	Nov. 47 Chester, Pa. E.G. Pyne (A.B.) A.B. Surveyor
			243930	341510							

The testing of the anchor and chain cables were made by American Bureau Surveyor, now examined and could in my opinion be accepted.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

"A" strake plate Nos. 11 & 16 part released and faired in place.  
 "B" strake plate No. 9 removed and renewed.  
 "B" strake plate No. 10 & 12 part released and faired in place.  
 "B" strake plate No. 13 cropped approx. 12 ft. forward end and part renewed.

Starboard side shell plating:—

"A" strake plate No. 10 cropped approx. 12 ft. aft end and part renewed.  
 "A" strake plates Nos. 11, 12, 13 & 14 removed and renewed.  
 "B" strake plate No. 10 removed and renewed.  
 "B" strake plate No. 11 cropped approx. 17 ft. forward end and part renewed.

Internals:—

35 floors cropped and part renewed, 15 floors faired in place.  
 4 Intercoastals renewed, 8 intercoastals faired in place.  
 40 angle stiffeners renewed, 25 flat bar stiffeners from floors 94 to 117 renewed.  
 Center keelson plate from floor 143 to 162 cropped, removed and part renewed.  
 Starboard bilge keel after end cropped approx. 17 ft. removed faired and replaced.  
 Tank top ceiling removed and part renewed.  
 Nos. 4, 5 & 6 and dry tank under boiler tested to full head and proven tight, after peak tank tested and proven tight and recoated, cement washed.  
 Heating coils replaced and tasted. All other removals replaced in good order.

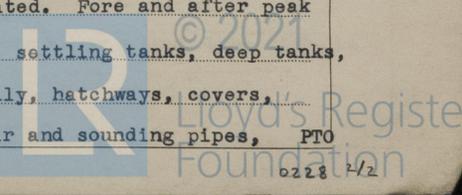
Damage Repairs No. 2:—

No. 1 life boat completely renewed, No. 3 motor lifeboat completely renewed.  
 Davits for No. 1 & 3 lifeboats completely renewed together with fall gear, falls and blocks.  
 Boat grips, chocks and boat covers completely renewed.  
 Rope reels renewed, four (4) mushroom ventilators in way of lifeboats starboard side repaired as found necessary. Gear box renewed, sounding machine renewed. Navigation light starboard side renewed, together with wiring, searchlight renewed.  
 Three tier handrail broken parts renewed, rail stanchion faired, deck coaming faired in place, ventilator cowls renewed. All new and repaired work coated as original.  
 Particulars of lifeboats and davits No. 1 starboard lifeboat built by C.C. Galbraith & Son 11-10-48 24 ft. x 8 ft. x 3.5 ft.

40 persons, inspected and tested by U.S. Coast Guard.  
 No. 3 starboard lifeboat built by Welin Davit & Boat Corp. Perth Amboy 11-10-45.  
 Reconditioned by C.C. Galbraith 6-24-48.  
 37 persons, inspected and tested by U.S. Coast Guard.  
 2 Sets lifeboat davits built by Welin Davit & Boat Co. Perth Amboy, capacity load per arm 6,100 lbs. Inspected and tested by U.S. Coast Guard 6-21-48. The lifeboats and davits were examined under operating conditions, being raised and lowered with a test load of 6,800 lbs. and found satisfactory.

For Special Survey (See also attached 1st entry Rpt.)

Examined:— Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Holds, decks, tween decks, engine and boiler spaces under engines and boilers. Cofferdams, anchors and chain cables ranged, chain locker examined and coated. Fore and after peak tanks internally, fore and after peak spaces. All D.B. tanks, settling tanks, deep tanks, No. 1 hold, Deep tanks, No. 4 hold internally. Steel work generally, hatchways, covers, supports, tarpaulines, cleats, and battening arrangements. Air and sounding pipes, PTO



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.

