

COPY.

Lloyd's Register of Shipping

Port

NEW YORK

October 28th, 1948

This is to Certify that

A.W.COATES

the undersigned Surveyor to this Society did at the request of

owners representative attend on board S.S. "HADIOTIS" 7240 tons gross register of Syra, while afloat and in drydock at the plant of the Todd Shipyards Corp. Hoboken, N.J. on the 28th October, 1948 and subsequent dates, for the purpose of ascertaining the nature and extent of Damage No.1 stated to have been caused by grounding or striking submerged object while on a voyage from Dakar to Casa Blanca in ballast October 1st, 1948. Damage No.2 stated to have been caused by vessel encountering heavy weather while on a voyage from Saigon to Dakar via Durban laden, August 4th, 1948. For further particulars please see vessels log books.

The undersigned made examination found and recommended as follows:-

FOUND

RECOMMENDED

No.1 Damage Bottom Shell Plating

Steel plate No.13 set up full length along center.

To be removed and renewed.

Steel plate No.13 set up heavily at after end.

To be cropped approx. 5 ft. and plate No.14 extended.

Steel plate No.14 set up heavily for full length.

To be removed and renewed.

Steel plates Nos.15 & 16 set up heavily full length.

To be removed and renewed.

Steel plate No.17 (Coffin plate) set up heavily forward end.

To be cropped approx. 12 ft. and part renewed.

Port Side Shell

1" strake plates Nos.9,10,12,13, 14, & 15 set up full length along center.

To be removed and renewed.

PTO

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out and that it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of the Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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strake plate No.11 set up between
ends.

To be part released and faired
in place.

strake plate No.16 set up at
forward end.

To be part released and faired
in place.

strake plate No.9 set up along
forward edge, and in 3 floor spaces.

To be removed and renewed.

strake plate No.10 set up
forward end.

To be part released and faired
in place.

strake plate No.12 set up
forward end.

To be faired in place.

strake plate No.13 set up
fully at forward end.

To be cropped approx. 12 ft.
and part renewed.

Forward side shell plating:-

strake plate No.10 set up at
forward end.

To be cropped approx. 12 ft.
and part renewed.

strake plates Nos.11,12,13 &
heavily set up full length.

To be removed and renewed.

strake plate No.10 set up and
faired.

To be removed and renewed.

strake plate No.11 set up
forward end.

To be cropped approx. 17 ft.
and part renewed.

Any plate edges in way of the foregoing to be faired
as found necessary.

Keelsons:-

Keelsons, floors, intercostals and connections thereto in way
of above damaged plates, distorted and damaged, to be renewed,
cropped and part renewed, or faired, as found necessary.

Forward Bilge Keel

Forward end, buckled and distorted.

To be cropped approx.17 ft.
faired and replaced as original.

No.1 D.B. tank (fresh water) to be cleaned and on completion of repairs
to be cement washed, 2 coats.

No.2 & 6 D.B. tanks to be steam cleaned and certified gas free, these
have contained ballast.

No.3 peak tank to be certified gas free and on completion of repairs
tested and recoated as original.

No.4,5 & 6 D.B. tanks to be tested on completion of repairs and
tight.

No.2 hold to be lifted for tank testing.

Necessary shoring to pressure alignment of the vessel.

Repairs are in progress, keel blocks, to be removed as found
necessary, for access and suitable shores, installed.

Necessary removals, such as heating coils, suction pipes etc. to be
removed on completion in good order.

New and repaired work to be coated as original.

Necessary:-

Shafting Three (3) couplings on line shafting one of which is to
be tail shaft coupling, to be disconnected and alignment checked,
vessel is off drydock.

Manifold valves to be opened up for examination, ground in and closed
as original.

Manifolds to be removed, chests cleaned, coated and replaced in good
order.

Necessary drydocking.

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No.2:-

Starboard Side:-

Lifeboat, entire hull of the boat
d torn open and damaged beyond
Internal structure smashed
all fittings broken and missing.

To be renewed together with
necessary stores and equipment.

and operating gear for the
completely smashed and bent
repair.

To be renewed completely with
fall gear, falls and blocks
etc.

ropes and checks, torn away
part missing.

To be renewed.

covers torn and part missing.

To be renewed.

reels broken and part missing.

To be renewed.

Motor life boat

standard steel lifeboat, the
hull buckled and torn damaged
repair.
Internal structure smashed and fittings
and missing.

To be renewed in its entirety
together with stores and
equipment.

avits and operating gear completely
d and bent beyond repair.

To be renewed in their
entirety with fall gear, falls,
and blocks, etc.

ropes, checks and boat covers
away and part missing.

To be renewed.

reels broken and part missing.

To be renewed.

Fittings

Room ventilators starboard side
deck broken and part missing.

To be repaired as found
necessary.

box on after starboard boat deck
away and missing.

To be renewed.

ing machine starboard side boat deck
away and missing.

To be renewed of approved
type as required by the
Owners.

ard side navigation light broken
ly damaged.

To be renewed complete, wiring
to be checked and all placed
in good order.

light on top of Pilot house
away and missing.

To be renewed.

handrail across after end of
deck, broken and missing.

To be renewed as found necessary.

anchions in way bent.

To be faired, deck coaming angle
to fair in place.

cows.

) 18" & one (1) 12" vent cowl
away and missing.

To be renewed.

and repaired work to be coated as original.

Surveyor to Lloyd's Register

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Lloyd's Register
Foundation