

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

No. 48917

(Received at London Office

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Date of writing Report Jan. 9th 19 49 When handed in at Local Office Jan. 24th 19 49 Port of NEW YORK
 Date, First Survey Oct. 25th Last Survey Nov. 19th 19 48
 Survey held at Hoboken, N.J. (No. of Visits 11)
 on the Machinery of the WSSXXXXXXXXXX Steel S.S. "HADIOTIS"

Vessel built at Jacksonville, Fla. By whom St. Johns River S.B. Co. Year. Month. 1945
 Engines made at Hamilton, Ohio By whom General Machinery Corp. When 1945
 Boilers, when made (Main) 1944 (Donkey)
 Owners Kassos Steam Nav. Co. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Managers Port Syria Voyage
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Todd Shipyards Corp. Hoboken

Report No. Port

Particulars of Examination and Repairs (if any) LMC & BS

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom? Salvage Assc. London

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

" Donkey "

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?

Hydrostatic pressure 250 lbs. applied

Test date of internal examination of each boiler Port Nov. 10th Starboard No. 8th

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 225 lbs. Spt 215

Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

How shaft now been drawn and examined? NO

Is it fitted with continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons

Has 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? -

Date of examination of Screw Shaft -

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

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? Yes

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

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

Done for LMC:- Vessel placed in drydock, propeller aft end of stern bush with its fastenings, rocks and valves with their shell fastenings examined and found or now placed in good condition.

Examined:- All cylinders, liners, cylinder covers, valve cleats, piston and rods, piston and slide valves, valve stems, connecting rods, crossheads and brasses, guides and shoes, eccentrics and strips, gear, Crankshaft, crankpins and brasses, main bearings and journals. Thrust shaft and bearings, and thrust carriage intermediate line shaft and bearings. Attached air pump together ram pumps. Condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

Following parts of auxiliary machinery opened and examined throughout. Condenser opened examined and tested.

PTO

General Observations, Opinion, and Recommendation:-

The machinery and boilers of this vessel, as clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or 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.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) CS 3,34, in good condition and eligible in my opinion, to be continued as classed with fresh record of 1,48.

Fee (per Section 29) LMC \$410.00

Damage or Repair Fee (if any) \$30.00

(per Section 29.)

Expenses (if chargeable) \$4.00

Fees applied for Feb 9 1949
 Received by me, 19

Committee's Minute

Record LMC - 11, 48

NEW YORK FEB 2 - 1949

Engineer Surveyor to Lloyd's Register of Shipping.

S.S.
"HADIOTIS"

Two (2) main feed pumps portside forward E.R.

Two (2) general service pumps, ps.s. aft E.R. bulkhead.

Main circulating pump and engine ps E.R.

Forced draught blower and engine Starboard side E.R.

Sanitary pump, p.s. forward E.R. Evaporator opened examined and tested, safety valves adjusted.

Feed water heater p.s. upper E.R. examined and tested.

Auxiliary condenser combination air and circulating pump Starboard side E.R.

Fuel oil transfer pump. Two (2) fuel oil service pumps, forward bulkhead.

Three (3) 20 K.W. generators and engines starboard side generator flat.

Machinery repairs:-

M.P. Matchbox valve found badly worn at sides, valve and cage removed to shop, valve machined at sides and cast iron wearing strips fitted, valve cage machined to true surface and proper clearance, replaced in good order.

Main throttle valve; found valve and seat badly cut, also governor butterfly slack on stem.

Valve removed to shop, valve disc and seat machined, butterfly valve refitted, valve tested under steam 300 lbs. and replaced in good order.

Main circulating pump: Upper half casing removed to shop and cast iron sheel fitted in way of after stuffing box, casing replaced in good order.

Main feed pumps, suction and delivery, valves refitted seam and liquid end rings renewed.

Fuel oil transfer pump liquid end rings renewed.

Generator engines governor gear overhauled and placed in good order.

Inboard generator engine piston valve renewed.

Generators cleaned and recoated, brush gear refitted.

Bottom blow shell valve spool piece found badly worn, renewed complete.

Auxiliary condenser air pump piston rod removed to shop, rod machined and gland and neck ring bushes renewed.

After bilge suction line in shaft tunnel valve stem and disc renewed.

The two (2) main W.T. boilers were examined over all parts with doors, mounting and safety valves and found or placed in good order.

Safety valves adjusted under steam as stated.

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

Boiler repairs:- All hand hole covers removed, tubes turbinized and all hand hole gaskets renewed. Hydrostatic pressure of 225 lbs. applied and boilers found tight. All 4 " tubes rerolled. Brickwork, P & S boilers, floors part renewed, sidewalls repaired as found necessary.

Electrical:- The electrical installation examined under working conditions and found satisfactory.

Generators, cables and fittings on the main switchboard and distribution boxes examined.

Insulation tests on all circuits November 1948 and found all to comply to Rule requirements. Minor repairs effected.

In my opinion, the electrical installation is such as could be accepted by the Committee for Classification.

No. 1 Damage stated to have been caused by the vessel grounding or striking submerged object while on a voyage from Dakar to Casa Blaco in ballast October 1st, 1948.

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

Damage repairs:-

Intermediate line shaft. Three (3) line shaft couplings one of which was the tail shaft coupling disconnected, coupling checked for alignment and line shaft bearings realigned, couplings reconnected and hardened up.

Sea inlet valves opened and examined, sea strainer plates removed.

Sea chests cleaned and coated, strainer plates replaced in good order.

Main injection sea valve found valve seat slack, and valve disc locking nut badly worn.

Valve removed to shop, bronze valve seat renewed, valve disc in way of locking nut built up by welding rethreaded and locking nut renewed, valve tested and replaced on vessel in good condition.

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Foundation