

24 MAY 1948

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20.5.48. When handed in at Local Office 20.5.48. Port of PIRAEUS.
No. in Survey held at Piraeus. Date, First Survey 15.12.47 Last Survey 15.4. 19 48.
Reg. Book. 55922 (No. of Visits 20)
22045 on the ~~Wood, Iron or~~ Steel s.s. "CORINTHIA".

TONNAGE:— Built at Flushing. By whom Kon.Maats.de Schelde. When 1911 - 6.
GROSS 3879 Owners Hellenic Mediterranean Lines Owners' Address
UNDER DEK. 2742 Co. Ltd. (if not already recorded in Appendix to Register Book).
NET 2195 Managers Port belonging to Piraeus.

Yes. Now. Surveyed Afloat or in Dry Dock? Both. Name of Dock Floating Dock, Pir. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5241 Port Pir

(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.

In 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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1		*LMC. 10.39
8.46.		BS. 6.47
ss.Ams.2nd No.3- 4,35.		TS(OG) 6.45
ss.Pir.No.1-39.		Fitted for
Examined 6,47(6 mos)		oil fuel
10.39 F.P. above 150°F.		
Society's Freeboard (if assigned) as painted on Ship and now verified	2	9 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (Dr.).

NOW DONE:

The vessel was placed on the Floating Dock. Close ceiling was removed throughout and the inner bottom was scaled, examined, drilled where considered necessary and found or placed in good condition. Spar ceiling found in good condition. All steelwork was exposed for examination, found or placed in good condition and recoated. Drill tests were carried out as per Rules. Cement on the inner surface of the bottom plating in tanks and bilges was removed where pointed out in order to ascertain the condition of structure and found in good condition. Cement replaced where removed. The double bottom tanks, oil fuel bunkers and peak tanks were examined internally, tested as per Rules and found in good condition. The masts (wedging removed), spars and rigging were examined and found or placed in good condition. See continuation.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Good.	State if Tanks have been examined inside	Yes.	Air and Sounding Pipes.	Good.	Copper, or Y.M. of Wood Vessels	..
"	State if Tanks now tested	Yes.	Dblng. Plates under Sounding Pipes	Yes.	(State if on Felt.)	When put on, Month .. Year ..
"	Bulkheads	Good.	Engine Room Skylights	Good.	Boats	Good.
"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	..	Masts, Yards, &c.	"
"	Cement REMOVED	"	Oil Bunkers	"	Condition, how ascertained	By exam.
"	(State which.)	"	Scuppers	"	(State if wedges removed)	Yes.
"	Rudder	"	Cargo Hatchways	"	Sails	..
"	Steering gear and its connections	"	Hatches	"	Equipment letter	V
"	Windlass	"	Planking of Wood Vessels	..	Anchors, No. of	3B 1S
"	Have pumps now been examined and found efficient?	Yes.	Caulking	ditto	Chain Locker	Good.
"	Have Sluice Valves now been examined and found efficient?	None.	Treenails	ditto	Cables (State if now ranged)	Yes.
"	Have Watertight Doors now been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	" length 270fms. mean diam.	1 13/16"
"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms, Pointers, & Crutches	ditto	" Rule length	270fms. size 2"
"			Timbers of Frame at openings	ditto	Hawser & Warps	Good & sufficient.
"			Ditto Ditto at other places	ditto	Standing and Running Rigging	Good.
"			Stringers, Clamps & Shells	ditto		
"			Salting	ditto		
"			(State if examined.)			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is in an efficient condition and eligible, in my opinion, to be continued as at present classed in the Register Book with fresh record of Docking Date 4,48 Pir. and notation of . Pir.-4,48(Dr.).

Copy of Cert.B herewith attached.

by Fee (per Section 20) £ 171 : 0 : 0 Fees applied for,
Alterations & 90 0 : 0 20.4. 19 48.
Special ~~EXAMIN~~ Repair Fee (if any) (per Sec. 20)
Travelling Expenses (if chargeable) £ 6 : 8 : 0 Received by me,
Revenue stamps. 11.5. 19 48.
Second Surveyor's Fee (if any) Postage. £ 3 : 10 : 0 (Paid in London).

Committee's Minute

WED 16 JUN 1948

Character Assigned

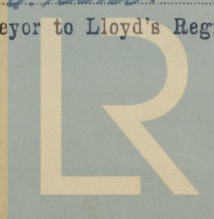
4.48 Pir

1.1. Pir.-4.48 (Dr.)

CERTIFICATE WRITTEN

note R/S. 3.48 + line 4.48 without spl. cond.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
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002639-002646-013214

s.s. "CORINTHIA".

The anchors and cables were examined and found in ^{efficient} ~~good~~ condition. The rope equipment was examined and found in good condition and as per Rules. The lifeboats were examined and found in good condition. The hatch covers and supports throughout, including tarpaulins, cleats, battens and lashing arrangements were examined in position and found or placed in good condition. The ventilator coamings, plugs and covers, air pipes, pugs and covers, sounding pipes and scuppers were examined and found or placed in good condition. The rudder (lifted), quadrant and tiller were examined and found or placed in good condition. The steering gear, engine and its connections and control gear were opened up and found in good condition. (Spare gear as per Rules and in good order). The auxiliary steering gear was assembled, tried and found in good order. The windlass was opened up, examined and found in good condition. The watertight doors were tried and found in order. Striking plates are fitted under all sounding pipes. The shell plating was drilled as per Rules and found or placed in good condition. (Please see drilling sheet attached).

The freeboard markings have now been verified and a renewal Load Line Survey was completed at this time.

REPAIRS NOW EFFECTED:Shell Plating (Numbers from forward).

'B' 1 (port side) cropped and part renewed.

'E' 2 (port side) renewed.

'G' 2 (port side) cropped and part renewed.

'G' 3 (port side) renewed.

'H' 2 and 3 (port side) renewed.

'H' 7 (port side) removed, faired and refitted.

'B' 1 (starboard side) cropped and part renewed.

'F' 2 (starboard side) renewed.

'H' 2 and 3 (starboard side) renewed.

'H' 4 (starboard side) removed, faired and refitted.

1 shell frame port side and 1 shell frame starboard side (B.A.) in fore peak cropped and part renewed.

Lower shell stringer in Engine Room port side part renewed.

Deck Plating.Bridge Deck.

4 deck plates renewed in accommodation.

Main Deck (in accommodation).

4 stringer plates port side renewed.

3 plates renewed 1st strake adjacent to stringer port side.

1 plate renewed 2nd strake adjacent to stringer port side.

2 plates part doubled 3rd strake adjacent to stringer port side.

2 stringer plates starboard side renewed.

1 plate renewed 1st strake adjacent to stringer starboard side.

2 plates renewed centre strake.

2 plates part doubled in way steering gear.

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s.s. "CORINTHIA".Tween Deck (under refrigerator rooms).

2 plates renewed 1st strake adjacent to stringer starboard side.

2 plates renewed 2nd strake adjacent to stringer starboard side.

Tank top plating No.1 hold (drilled).

1 plate port side adjacent to margin plate cropped and part renewed 8'0" x 4'6" x $\frac{3}{8}$ ".

6 bilge brackets and 4 gussets renewed.

Tank top plating No.2 hold (drilled).

No.1 plate centre strake extending to No.1 hold (3/16") renewed.

'A' strake port side Nos.1,2,3 plates (5/32", 1/4", 7/32") renewed (No.1 extending to No.1 hold).

'B' strake port side Nos.1,2,3 plates (3/16", 1/4", 3/16") renewed.

'A' strake starboard side Nos.1 & 2 plates (1/16" & 1/8") renewed. (No.1 extending to No.1 hold).

'B' strake starboard side No.1 plate (3/64") renewed.

'B' strake starboard side No.2 plate (7/32") cropped and part renewed.

Boiler Room tank top plating.

1 plate under boilers port side cropped and part renewed, 9'0" x 4'8" x 1/2".

1 plate under Boilers starboard side cropped and part renewed. 9'0" x 4'8" x 1/2".

10 bilge brackets and 1 gusset renewed. (No.2 hold).

Engine Room tank top plating.

1 plate port side cropped and part renewed. 6'0" x 4'10" x 1/2".

2 plates starboard side forward part doubled.

Engine Room double bottom tank.

6 floors and 4 intercostals cropped and part renewed port side.

5 intercostals cropped and part renewed starboard side.

No.3 hold.

Aft bulkhead 2 doublings fitted in way bilge where plates somewhat wasted.

No.5 hold.

1 bilge bracket starboard side renewed.

Conversion of No.3 double bottom tanks (divided) to carry Oil Fuel.

The No.3 double bottom tanks now specially examined for the purpose of carrying oil fuel (centre girder watertight).

One cofferdam was made at each end of the No.3 double bottom tank with separate suction to the Engine Room as shown on plan of amended piping arrangement.

Sounding pipes fitted to cofferdams.

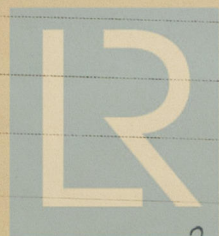
The tank top plating seams were reinforced by welding as per amended plans.

A supporting bracket was fitted to the pipe tunnel running through the main bunker tanks as per amended plans.

Heating coils were fitted to the port and starboard sides of double bottom tank as submitted, tested as per Rules and found in good condition. The exhaust from the heating coils is led to an observation tank in the Engine Room.

The above double bottom tanks remain as independent oil fuel tanks and have been tested as per Rules and found tight. Tanks further examined when filled with oil fuel and found in order.

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Additional Fresh water tanks.

Fresh water tanks have now been constructed in No.4 hold on port and starboard sides of tunnel as per plans submitted and amended.

Air pipes, sounding and filling pipes fitted to each tank as per Rules and led to upper deck.

Suctions led to fresh water pumps in Engine Room (through shaft tunnel).

The above tanks were tested as per Rules and found tight.

Ceiling laid on tank top plating and tunnel top.

Alterations to Accommodation on Promenade Deck forward and Bridge House on Boat Deck.

The new verandah has been constructed as per plans submitted and approved.

Alterations to Bridge House on the Boat Deck have also been completed as per approved plans.

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