

62 NOV 1939

No. 4961.

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 10<sup>th</sup> Nov 1939 When handed in at Local Office 13<sup>th</sup> Nov 1939 Port of Piraeus

No. in Survey held at Piraeus

Date, First Survey 31.5.39

Last Survey 31.10.1939

22782 on the Wood, Iron or Steel SC. CORINTHIA (P)

TONNAGE:-

GROSS 3701

Built at Fishing

By whom Kon. Maats de Schelde

YEAR

MONTH

UNDER DEK 2576

Owners

Hellenic Coast Lines Co. Ltd

Owners' Address

NET 2174

Managers

Port belonging to Piraeus

Surveyed Afloat or in Dry Dock? Yes

Name of Dock Piraeus N°2 Dock

WB=CellDBorDBa

feet; uE&amp;B

feet; f

feet

Yes total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. 15563 Port Am

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined

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

RS, OR EXAMINATION AS PER RULE, FOR (DAMAGE) 3<sup>rd</sup> S.S. N°1, ALTERATION AND CONVERSION To Oil Fuel Burning

Damage stated to have been caused by collision with S.S. ODYSSEUS in Piraeus Harbour on 21<sup>st</sup> March 1939.

## Damage Repairs

Starboard side Forward:- N°s. 2 & 3 shell plates (numbered from forward) in fore-castle sheer stake renewed.  
portlight-glasses in way of above plating renewed.  
If round moulding in way of above plates renewed, faired & refitted.

(P.T.O.)

## OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
red	2	✓	✓	✓	✓	1 Deck	✓	Deck gunwale angle in way
ved and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	New stringer plate renewed.
or Repaired in place	✓	3	✓	✓	✓	✓	✓	

## 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	✓	(State if on Felt)	
✓	Bulkheads	Good.	Engine Room Skylights	✓	When put on, Month	Year.
✓	Ceiling	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Boats	
✓	Cement or Asphalt	✓	Oil Bunkers	Good.	Masts, Yards, &c.	Good.
✓	Rudder	Good.	Scuppers	✓	Condition, how ascertained	
✓	Steering gear and its connections	✓	Cargo Hatchways	✓	(State if wedges removed)	
✓	Windlass	✓	Hatches	✓	Sails	✓
✓	Have pumps now been examined and found efficient?	Yes.	Planking of Wood Vessels	✓	Equipment letter	✓
✓	Have Sluice Valves now been examined and found efficient?	✓	Caulking	ditto	Anchors, No. of	
✓	Have Watertight Doors now been examined and found efficient?	Yes.	Treenails	ditto	Chain Locker	Good.
✓	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems	ditto	Cables (State if now ranged)	Yes.
✓			Transoms Pointers, & Crutches	ditto	length 270 fathoms mean diam. 1 1/2"	
✓			Timbers of Frame at openings	ditto	(on board) Rule length 270 size 2"	
✓			Ditto Ditto at other places	ditto	Hawser & Warps	
✓			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	Good.
✓			Siding	ditto		

Observations, Opinion as to Class, Recommendation, &c.:— This vessel as now 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, 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, and the notations of ss No. 1-24 and ptND24, &c."

A good & efficient condition & eligible in our opinion to remain as classed & 100 A1 with record of survey 10,39 & the notation of S.S. P.R. N°1-39.

Survey Fee (per Section 20) 3 <sup>rd</sup> 1/4	£ 52: 10: 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 22: 0: 0	7/11/1939	
Travelling Expenses (if chargeable)	£ 3: 0: 0	Received by me,	
Second Surveyor's Fee (if any)	£ 1: 18: 0	8/11/1939	

Committee's Minute

FRI. 29 DEC 1939

Character Assigned

100 A1 without spe cond. M

ss. N°1-39.

Fitted for Oil Fuel 10.39 J.P. above 150° F

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to YES. PIRAEUS OFFICE.

002639-002646-0265 1/6



N.B.—If this Report is copied by Copying Press, especial 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.

Three shell frames in way of shore plating, released & faired in place.

Forecastle Deck. Starboard Side :- One deck stringer plate renewed, together with deck angle in way.

Steel base of fairlead renewed. Wood sheathing renewed for access to above now renewed.

5 Rail stanchions removed repaired & refitted. 3 Rows of Langel rails renewed.

Forecastle deck & side plating hose tested on completion of repair & found satisfactory.

P.T.O.

ANCHORS.

[illegible]

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

[illegible]

Iron Stream Chain  
or Steel Wire...

Port of *PIRAEUS.*

Continuation of Report No. 4961. dated 13/11/1939. on the

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S. Sc. CORINTHIA

3<sup>rd</sup> S. S. N<sup>o</sup> 1

Now done :- Vessel placed in dry dock, bottom and rudder, cleaned, examined & re-coated. Holds, tween decks, peaks, bunkers (See under conversion to oil fuel) engine, & boiler spaces, chain locker, & erection spaces cleared, the steelwork examined, scaled, & re-coated as necessary. All shore ceiling removed in holds & bunkers as required by Rules, & spar ceiling & pipe casings removed, & afterwards replaced in good condition. Double bottom tanks, & after peak tank cleaned & examined internally scaled & coated as necessary, tested by head of water to Rule Requirements, & found or made tight. Cement throughout tanks made good. Decks, casings, hatchways with hatches in position, tarpaulins & battening arrangements, masts, (wedging drawn) rigging & anchors & cables ranged, windlass, steering gear & its connections, pumps, water tight doors, general equipment, boats, plating in way of side lights, ventilators & coamings, & air & sounding pipes examined, & all found or placed in good condition. The Treeboard markings have now been verified.

Dry dock Repairs :- (Plates numbered from forward.)

Port & Starboard No 1 plates on A Strake renewed, & plate straps fitted to stem bar port & starboard sides in way.

Port No 3 plate on B Strake renewed in two lengths with suitable shift of butts.

Port No 7 & 8 plates on 'F Strake' renewed.

RM. N° 8 plate on 'K Strake' renewed in two lengths with suitable shift of butts.

After butt lap of No 10 plate on 'B strake' completely riveted seams chipped & recaulked.

Starboard Side. (Plates numbered from forward)

N<sup>os</sup> 6, & 7, 8, plates on F Shale renewed.

Nº 8 platin 'K' strike renewed in two lengths with suitable shift of butts.

(Plates numbered from aft-)

Nº2 platium A state cropped & part renewed at forward end.

After hull laps of N<sup>o</sup>s. 648 plates on 'B Strike' (numbered from food) completely riveted, seams chipped & caulked.



P. SC. CORINTHIA

Forecastle Space:- Doubling plates fitted to Port & Starboard Haulse pipes in way of fractures.

7 Shell frames port side & 8 on starboard side reinforced with plate straps in way of cement chocks.

Forecastle Deck:- Two ventilators & coamings renewed.

Foremast:- Derrick table plating part renewed.

Main Mast:- Mast plating fitted with doublings above & below Derrick Table.

Chain Locker:- In way fore peak top plating.

Port side:- One stringer plate doubled for full length.

Starboard side:- One stringer plate doubled, & two deck plates renewed.

Chain locker division plate renewed. Two shell frames port & two starboard, reinforced with plate straps in way local wastage.

Upper Main Deck:- (Forward end.) 4 ventilator cowls renewed, in way of passenger accommodation, 3 shell frames port; & 4 starboard. reinforced with plate straps in way of cement chocks.

Nº1 Hold. Port side 6 tank margin brackets renewed. Tank margin plate doubled for 8 spaces in way of flanging. 3 Shell frames fitted with plate straps in way of cement chocks.

Starboard side:- 8 tank margin brackets renewed. Tank margin plate doubled for 8 spaces in way of flanging.

Nº2 Hold:- Port side 11 tank margin brackets renewed. One shell frame fitted with plate strap in way cement chock.

Starboard side 5 tank margin brackets renewed.

Aft. bulkhead (Frame Nº106) now permanently removed for the Oil Fuel Conversion. The bulkhead has been cropped, in line with the flanging of the margin plates port & starboard sides, & the remaining wing portions converted in to web frames, & suitable heavy B.A. Broom bars fitted for continuity of stringers.

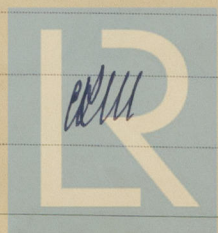
Cross bunker Space now converted as per approved Plan Nº2 for carriage of Oil Fuel.

Port side 6 shell frames cropped & part renewed.

Starboard side:- 6 shell frames cropped & part renewed, & 3 tank margin brackets renewed.

Tank top plating, fore & aft seams in way of oil fuel bunkers now electrically welded on upper caulking edges for sealing purposes.

P.T.O.



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S. Sc. CORINTHIAEngine & Boiler Space.

Port side:- 9 shell frames in engine room bilge space reinforced with plate straps. One shell frame renewed.

Starboard side:- 3 shell frames in engine room bilge space reinforced with plate straps.

N°3 Hold.

Port side 7 hull angle shell frames reinforced with plate straps immediately above tank margin brackets in way of cement chocks. 3 margin plate flanges cropped & replaced with angle bars.

Starboard side:- Lower stringer plate cropped & part renewed. One shell frame renewed. 10 B.A. shell frames reinforced with plate straps immediately above margin brackets, & in way of cement chocks. One margin plate bracket flange cropped & replaced with an angle bar.

N°4 Hold.

Port side:- 4 B.A. shell frames fitted with plate straps in way of cement chocks. Starboard side 5 B.A. shell frames similarly dealt with.

N°1 Tween deck:

Foreboard deck:- Port side 3 deck stringer plates renewed.

Starboard side 3 deck stringer plates renewed.

Between port & starboard sides 5 deck plates renewed.

Note plating in this space now covered with composition.

N°2 Tween deck:- Deck plating around N°2 hatchway fitted with doubling plates, & 3 deck plates renewed.

Grainhopper Tween deck.

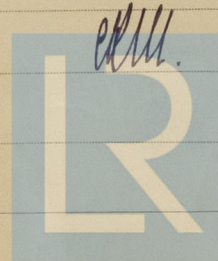
Top of new Oil Fuel deep Tanks:- 2 port & 2 starboard stringer plates renewed. 7 deck plates between port & starboard sides renewed. NOTE There are now only three original plates remaining in the oil fuel deep tank tops & as these were in new condition, & also now covered with  $\frac{1}{2}$ " cement, it was not considered necessary to fit additional stiffening.

Tween deck side lumber (boat ladders originally)

Port side:- 9 B.A. shell frames part renewed. 3 intermediate shell angle frames part renewed. 3 shell frames reinforced with plate straps.

Starboard side:- 11 B.A. shell frames cropped & part renewed. 3 intermediate shell angle frames part renewed.

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S. S. CORINTHIA

N°3 Tween deck:- In way of Refrigerator compartment starboard side 6 deck plates part doubled, & one deck plate renewed. One deck stringer plate part doubled. NOTE The insulation has been completely removed from all refrigerated chambers, the plating cleaned, examined & recoated & insulation replaced.

N°3 Freeboard Deck.

Aft. of N°3 Hatchway 2 port & 2 starboard deck stringer plates renewed.

Between N°s 3 & 4 hatchways 12 deck plates renewed, plating now completely covered with composition.

Thwartship steel bulkhead immediately aft. N°3 hatchway completely renewed.

N°4 Freeboard deck. Deck plating all around hatchway fitted with doubling plates.

TANKS:-

N°4 double bottom tank below Engines & Boilers extending from floor N°60 to N°89.

Repairs:- 11 Floors completely renewed on port & starboard sides together with roofing angles.

Centre girders completely renewed for 19 spaces from forward end together with roofing angles.

6 floors fitted with doubling plates in way top plates from margin plates to centre girders port & starboard sides.

6 floors port & 5 starboard part doubled in way top plates.

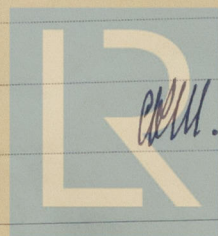
12 intercostals port side & 13 starboard side renewed.

Two tank top plates in centre stoke renewed, & 4 tank top plates port side & 4 starboard side renewed.

NOTE This N°4 double bottom tank is now being used for ballast purposes. Two additional suction pipes have now been fitted & suitably connected to ballast range. This tank has now two wing & one centre suction. Suitable notation with regard to this tank now used for water ballast to be made in Register Book.

30 hatch covers renewed in best white pine 2  $\frac{3}{4}$ " thick, in way of N°1 hatchway on Forecastle deck, & N°2 hatchway on Freeboard deck.

Oil Fuel Conversion. The oil fuel deep tanks & settling tanks have now been constructed in accordance with the approved plans. The deep crosshatched tanks being in accordance with PLAN N°2 dated 12/6/39, & details of bulkhead boundary angles as per A3 on plan.



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S. Sc. CORINTHIA

The Oil Fuel settling tanks are constructed as per PLAN N°3 dated 12/6/39.

All new oil fuel tanks have been tested by head of water to 2.5 metres & made tight, afterwards examined whilst full of fuel oil & found satisfactory.

The N°3 double bottom tank has been examined internally whilst the crosshunker tanks were under test.

The space above the settling tank & deep tank hatches, has now been isolated by steel bulkheads, constructed on frames N°82 from boiler casing to ship's side, & with steel doors port & starboard in to Liddley.

Two ten inch ventilators have been fitted from top most deck to fore & aft bulkheads in the above space, for ventilation purposes.

An oil fuel gutterway has been fitted adjacent to forward bulkhead of deep crosshunker tank in N°2 hold, & spanning bulkhead fitted <sup>up</sup> to lower tween deck in accordance with Section 20B. L.L. 9(a)

All spar ceiling throughout the vessel has now been renewed.

RM.



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