

-2. DEC. 1966

al Ship's Name ^{XX} /MS "MANEGINA II" Port Naples

Processing Number: LR 540677 Gross tons 11276 Rpt. No. 8782

Port of Registry Piraeus Date of build 1953-4 Is there a Rpt. 9? yes

No. of visits 4 First date 4/9/66 Last date 6/9/66

Cert. B issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) VEN 1572

Date of completing rpt. 21/10/66

Safcon Cert. (ST) issued & copy herewith? no Surveyed at, if different from Port above -

Has a Load Line Survey been held? no If surveyed in D.D. last date of examination 6/9/66

Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (D); (E); (R)

Survey fees Damage fee Lit. 64.000 Expenses Lit. 6.900

REV. TAX Lit. 5.336

S.A. fee Lit. 10.250

I have surveyed the above-named ship in accordance with the Rules for Damage stated to have been sustained by grounding at Jazirat Farur on 27th July 1966 and subsequent re-floating operations

Found :- The following bottom shell plates were found to be indented, set up or (in way of No. 2 stbd. wing tank) holed. All plates numbered from fwd.

Keel strake plate No. 1, 2, 3 and 11

A strake (port) Nos. 2; 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18

A strake (starbd.) Nos. 2 - 18

B strake (port) Panel P.R.1, plates Nos. 4, 6, 9, 10, 11, 12, 14 & 15

B strake (starboard) Nos. 1, 2, 3 panel P.R.1 Plates Nos. 4 - 15.

C strake (port) Nos. 3, 5, 6, 7, 8, 10, 11, panels 1/2, 5/6, P.R.6, P.R.7, 7/8, 8/9 and C.D. 9

C strake (starbd.) Nos. 1-14, panels 1/2, 2/3, 3/4, 4/5, 5/6, P.R.6 P.R.7, 7/8, 8/9, and C.D.9

D strake (port) Nos. 3, 4, 5, 6, 7 and 10

D strake (starbd.) Nos. 1 - 13.

Adjacent plating slightly distorted in way.

Internals in way of Engine room D.B. heavily distorted and bottom structure in cargo tanks and at forward end distorted and fractured.

In view of the above extensive damage the owners were advised that to continue in Class full permanent repairs would have to be effected.

(continued.)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship ~~may be considered fit to make the~~ be considered fit to make the

contemplated voyage to a Spanish port in ballast condition, under her own power, where she is to be scrapped or full permanent repairs carried out to extensive bottom damage and machinery.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

(F. Reid)

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004206-004212-0084

Lloyd's Register
Foundation

	†Condition		†Condition
Shell plating	efficient	*Hatchways	good
Sternframe	efficient	*Ventilators & air pipes	good
Rudder	efficient	*Casings	good
Was rudder lifted?	no	*Fiddley openings	good
Plating, etc. in way of shell openings	not exmd.	*Skylights	good
F.P. spaces	not exmd.	*Flush deck scuttles	-
Chain locker	not exmd.	*Deckhouses & companionways	good
A.P. spaces	not exmd.	*Superstructures	good
Engine space	part exmd. efficient	*Side, bow & sterndoors	-
Boiler space	part exmd. efficient	*Side scuttles & deadlights	good
Under E. & B.	part exmd. efficient	*Ash shoots, etc.	-
Coal bunker	none	Scuppers, discharges & valves	not exmd.
Tunnel & well	part exmd. efficient	Guard rails & bulwarks	good
Duct keel	none	Freeing ports	good
Cement, asphalt, etc., on btm. shell	not exmd.	Gangways & lifelines	good
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	not exmd.	Means of escape:	
Windlass	good	(a) machinery spaces	not exmd.
Masts & standing rigging	good	(b) crew and passenger spaces	not exmd.
Hand pumps & suction	efficient	(c) spaces in which crew normally employed	not exmd.
W.T. doors	good not exmd.	Communications between:	
Fire equipment	not exmd.	(a) bridge & eng. room	not exmd.
		(b) bridge and alternative steering position	not exmd.
		Steering control systems (main and alternative)	good
Other items:	-	Helm Indicator	not exmd.
		Protection of aft steering wheel & gear	not exmd.
		Steering arrangements (main)	good
		" " (aux.)	good

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	g † 2 5/16" SQ	State if ranged	no
Fee ltr., if diff. from eqpt. ltr.		Length on board	stated to
Anchors: No. on board	3 B	Mean dias. range from	to
		Rule length	be complete
		Mooring ropes	Dia.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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Rpt. 8 (cont.)

Ship's Name ~~SS~~MS "MANEGINA II"

Port Naples

Rpt. No. 8782

It is understood that an agreement has been reached with the Insurers and that the Owners have decided to scrap the vessel.

An Interim Certificate was handed to the Owners stating that the vessel was considered fit to make the contemplated voyage to a Spanish Port in ballast condition, where she is to be scrapped or permanently repaired.

The hole in way of No. 2 D.B. tank starboard has been plugged meantime.

SRL (No. 260) - Nil

SRL Appendix (No. 18) - Shell plates C5 and D4 (PSF) indented. Keel plate no. 2 from forward set up.

These items now badly damaged - see body of report.

(F. Reid.)

Surveyor to Lloyd's Register of Shipping.



al Ship's Name ~~XX~~ MS

"MANEGINA II"

L.R. 540677

Port Naples

Rpt. No. 8782

S.S.() Due				
Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
(See Illustrations in Register Book)					
No. 1	Hold	efficient	F.P. tank	efficient	no
=====	'Tween decks		A.P. tank	good	no
			D.B. tanks & c/dams	-	
			All	efficient	no
No. 2	Hold	-			
"	'Tween decks	-			
No. 3	Hold	-			
"	'Tween dks	-			
			O.F. bunkers	efficient	no
No. 4	Hold	-			
"	'Tween decks	-			
No. 5	Hold	-			
"	'Tween decks	-	Settling tanks	good	no
No. 6	Hold	-	Deep tanks	efficient	no
"	'Tween decks	-	Side tanks	-	no
	Cargo battens	good			
	Ceiling, etc	none	Other tanks	-	no

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†CONDITION						TANKS	TESTED					
Port	Port	Ctre.	Stbd.	Ctre.	Starboard		Port	Port	Ctre.	Stbd.	Ctre.	Starboard
						No. 1 Cargo tank						
						" 2 " "						
						" 3 " "						
						" 4 " "						
						" 5 " "						
						" 6 " "						
						" 7 " "						
						" 8 " "						
						" 9 " "						
						" 10 " "						
						" 11 " "						
						" 12 " "						
						" 13 " "						
						" 14 " "						
						Pump room forward						
						" " amidships						
						" " aft						
						Cofferdams						
						Structure around cargo suction pipe strums						

VOYAGE.

FOR CONTEMPLATED

EFFICIENT

CONSIDERED

ALL

NO

Condition of other items:

Corrosion control:

Anodes and
their supports

Coatings



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