

Rpt. 8

Port Piraeus No. 8813

Date of writing Report 4.1.61 When handed in at Local Office 4.1.61 Received London  
Survey held at Piraeus No. of Visits 20 First Date 6.7.60 19 Last Date 27.10.60

# REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 90642 on the Iron or Steel ~~M.S.~~ "MANDO"  
Built at Skm. By Whom A/B Finnboða Varf Tons gross 1930 Year 5 Month  
Owners Michael Pyliaros, Fotius Tziakos & Others Owners' address -  
(If not already in R.B.)  
Managers - Port of Registry Piraeus  
Surveyed Afloat or in Drydock Both Name of Dock Govt. Graving Dock Date of last examn. in Drydock 16.9.60

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 25748 Port Got.  
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.		Machinery	
+100A1 with freeboard		+LMC	
SS(Dr)	2,57	ES	4,57
DS	3,60	MBS	3,60
		TS OG	3,60

Give dates and references to any letters relating to this Report 6.5.60 & subsequent

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined Freeboard as marked on ship and now verified 1721 xx mm ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Special Survey & Dkg. & Conversion to motorship and closed shelter decker.

### Conversion

- 1) 3 1/2 x 3 1/2 x .40 OA reverse bars fitted to every third frame in holds 1,2 and 3 and at frames 33 and 36 in E.R. overlapping the beam knees and bilge brackets.
- 2) Bulkhead at frame 72 extended to upper deck at frame 73. Hold bulkhead stiffeners reinforced by 75 x 75 x 8 R.A. overlapping end brackets. Tween deck bulkhead plating 8mm thick with 100 x 65 x 8 I.A., spaced 710 mm apart bracketed top and bottom with brackets extending to next beam.
- 3) New hold bulkhead at frame 43 extending to upper deck at frame 42 in tween deck. Hold bulkhead plating 10 and 8mm with stiffeners 120 x 75 x 10 OA and 80 x 80 x 8 RA spaced about 700mm apart, bracketed top and bottom. Tween deck bulkhead extended at sides of ER casing, stiffened with 100 x 65 x 8 IA.
- 4) In hold No.2 additional pillars fitted at centre line at frames 46,48,50, <sup>53</sup> ~~51~~ and 52 of a dia. 4 1/2 and 3 1/2 in. alternatively ~~bracketed at the deck runner~~. In tween deck No.2 pillars fitted at fr. 46,48,50,53,56 and 58 of a dia. of 2 1/2" bracketed at the runner; It is realised that it was recommended that these pillars should be every second frame space, but the owners fitted them as indicated and CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to Owners  
If so, is the Report sent now, or when will it be sent? Now. Has Interim Certificate been issued? Yes.

### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is eligible in my opinion to remain as now classed with notation of S.S. 10,60 and fresh record of D.S. 9,60. Subject C.C.

*Philipson*  
Surveyor to Lloyd's Register of Shipping

TUESDAY - 2 MAY 1961

Date of Committee  
Minute See P6d 86+8



TABLE 1

"MANDO"

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SS, DS.

SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank	Yes.	Yes.
Rudder lifted	No.		A.P. "	Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.		D.B. Tanks (indicate Oil Fuel and Cofferdams)	Nos. 1, 2, 3, 5 & 6 - Ballast - All Yes. L/D & L.O.	All Yes.
Hatchways, Covers, closing and securing appliances	Yes.		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes.		Deep Tanks		
Holds	Yes.		Oil Fuel Bunkers and Settling Tanks	All - Yes.	All - Yes.
Tween Decks	Yes.		Side Tanks		
	Yes.		Wing Tanks		
Fore Peak Spaces	Yes.		Other Tanks		
After " "	Yes.		Cargo Tanks (Tankers)		
Engine Space	Yes.				
Boiler "	None.		Cofferdams		
Under Engines and Boilers	Yes.		Pump Rooms		
Tunnel and Well	Yes.				
Coal Bunkers	None.				
Chain Locker	Yes.				
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?		Yes.
			Have Struts in Cargo Tanks (of Tankers) been removed?		-
			Have Tanks been Retested as necessary after completion of any Repairs?		-

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None.

Has a Load Line Survey been held? Yes. If so, state which Renewal.

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? Yes. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens	Good.	Sluice Valves examined and found	-
" " in way of side scuttles	Good.	Cement or Asphalt	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	From aloft.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	Good.
Beams and Fastenings	Good.	Shell Openings	Good.	EQUIPMENT	
Frames	Good.	Ash Shoots	-	Equipment Letter (m) 1318	
Reverse Frames	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of 3 Condition	Good.
Longitudinals	-	Freeing ports	-	Cables (State if now ranged and examined)	Yes.
Transverses	-	Steering Gear (Main and Auxiliary)	Good.	" length 210 fms. mean diam. 1 5/16"	
Floors	Good.	examined and found	Good.	" Rule Length 210 fms. Size 1 3/8"	
Keelsons	Good.	Windlass examined and found	Good.	Hawsers and Warps Sufficient	
Stringers	Good.	Pumps " " "	Good.	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Good.	W.T. Doors " " "	Good.	now been supplied or retested, if so	No.
Bulkheads and Tunnel	Good.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (B)-No. See Below

REMARKS, REPAIRS, Etc. (Contd.) as a compensation we added the brackets at the top.

- 5) New fuel oil side tanks between fr. 39 and 49 as shown on approved plan. The floors supporting the tank bottom are all welded. Air pipes, 4" dia. 30" above upper deck fitted with wire gauze.
- 6) Four deck beams Nos. 50-54 under second deck being O.A. at sides reinforced with face flats.
- 7) Hatch beams of No. 2 hatchway with ~~the~~ ~~cover~~ ~~and~~ ~~edges~~ ~~of~~ ~~equivalent~~ ~~strength~~ ~~to~~ ~~the~~ ~~Rule~~ ~~requirements~~ fitted with a 150 x 15 FB under. → F
- 8) Tonnage opening coaming removed, deck plated with 8 mm plate and new beam fitted 120 x 75 x 10 OA. Bulkhead at fr. 11 now removed, except at sides.

Cont/...

Survey Fee SS £ 139.10. 0  
 Conversion to Diesel & closed shelter decker 80. 0. 0  
 Testing of Derricks & cables 20. 0. 0  
 Travelling Expenses (if chargeable) 17. 1. 0  
 Second Surveyor's Fee (if any)  
 Date when A/c. Rendered 7.1.61  
 Late Fees £ 18. 0. 0

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16. JAN. 1961

Rpt. Cont<sup>n</sup>. Sheet

Port of Piraeus

Continuation of Ship/XXX Report No. 8813 dated 4.1.61

on the S.S. XXX "MANDO"

- 9) New main engine seating built as shown on plan but all welded (see correspondence). The floors under the old seating were not seen by us as the owners closed up the space and installed the engine without advising us; this space, being used as a sump well is too narrow for a man to get in through the manhole. However the Naval Architect assured us that the floors were fitted as directed and a letter to that effect is attached to this report.
- 10) New auxiliary engine seatings one p.s. and one s.s. fitted as per plan.
- 11) Lifelines provided. ✓
- 12) Overboard scuppers from main deck closed up and drainage is effected into hold bilges. ✓
- 13) The brake water is of substantial construction. ✓

## W. &amp; T. Repairs

Main frames inside new O.F. side tanks found wasted at lower ends and their webs were reinforced with a F.B. Odd shell rivets amidships and fwd. p. & s. renewed or welded.

## S.R.L. Appendix.

Some plates in keel, A strake (s.s.) B & C strakes (p.s.) slightly indented. ✓  
 Examined and found efficient. Nothing done this time and it is recommended this item remains in the Appendix as previously.

9 approved plans returned herewith.

*Fbd. Surveys to note.*

- ? A.P. dtd. made w.r. to V.D.K. (Frame 4 that remains).
- ? Damage Well Valves permanently closed.
- ? Locking bars provided for all U.D.K. hatchways.
- ? All vents. ~~to~~ coamings to be 36" in height.
- ? Companionway door sills 15 spaces below U.D.K. to be 24" in height.
- ? Conclude that the air pipes to new O.F. side tanks are 36" above U.D.K. & not 30" as reported.

*Plans Dept.*

- ? } for hatchway beams fitted with 150 x 15 FB under.  
 } Is this in accordance with Scale 43A.