

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, London, Telex
Telex No.: 24305

Telephone: ROYal 9166

4th March, 1960.

Dear Sirs,

Classn(S)
HWM/HMB

Motorship "GEORGIOS MANOLAKIS"

I acknowledge receipt of your letter of the 19th February and cablegram of the 3rd March regarding this ship and would remind you that complete First Entry forms for the multi-tubular and exhaust gas boilers should be forwarded by you to this Office without further delay.

In the meantime the case has been considered by the Committee today, and in the special circumstances they have agreed to assign the class 100AL Oil Tanker with records of DS 9.59 and SS 10.59(Dr). So far as the machinery is concerned, the record LMC 10.59 has been assigned subject to crankcase relief devices being fitted to the main engine and to the telephone and echo-sounding equipment in the pump room, and the pump room and midships 'tween deck lighting circuits not being used until they have been examined and placed in order.

You should inform the Owners in detail of the examination and alterations required and arrange with them for these to be effected at the earliest possible opportunity. If this work is not to be done at Piraeus you should let me know where and when the examination and alterations will be carried out so that the Surveyors concerned can be fully advised.

As stated in my letter of the 21st January, it would appear from the plans that a telephone and the echo-sounder transmitter and receiver are fitted in the pump room. This arrangement contravenes the requirements of paragraph M.1528 (previously M.1530) but will be accepted provided:-

- (a) the telephone is of intrinsically-safe type (i.e. inherently incapable of producing an incendive spark) and has been certified as such by a competent testing authority, and

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- (b) the echo-sounder transmitter and receiver are housed in oil tight enclosures clear of the cargo tank bulkheads with the cables run in heavy gauge galvanised steel pipe with bolted flange joints and led through watertight glands fitted at the external extremities of the pipes.

With regard to the Pump Room lighting fittings, since the Pump Room is not adjacent to the Engine Room or similar safe space, it is concluded that the glazed ports for the lighting fittings are fitted in the main deck or the Pump Room entrance casing. This arrangement will be accepted provided the rubber joint rings which are liable to perish are removed and the glass retained with cement.

In the event of the lighting fittings being located within the Pump Room the enclosures, as described in your letter are not acceptable and should be replaced with flame-proof enclosures.

The lighting fittings in the midship 'tween deck space are to be of flame-proof construction.

Switches and socket outlets, even if flame-proof, are not permitted in Pump Rooms or midships 'tween deck spaces and are to be removed if located in these spaces (M.1524). Please give this case your immediate attention.

I should perhaps add that in addition to the above records the ship has been assigned the notations ABS 10.59, SPS 10.59, TS CL 9.59.

Yours faithfully,

Deputy Clerk to the
Classification Committee.

The Surveyors,
PIRAEUS.



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Foundation