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|-------------------|------------------------------------|
| F. E. FROM ACCTS. | 23/11 |
| F. E. FROM ADMIN. | Rpt. 1 14/12 |
| PLANS RECD. | 7 clip |
| CERTS. RECD. | Date of completing report 14.11.59 |
| TO RPIS. DEPT. | Survey held 17/11 Piraeus and Syra |

WRECK
SECTION
No. 1003

20 NOV 1959

Port of Piraeus No. 8228
When handed in at Local Office 14.11.59 Received London
First Visit 20.7.59 Last Visit 17.10.59 No. of Visits 28

FIRST ENTRY SHIP REPORT

ON THE SS/MS "GEORGIO S MANOLAKIS"

Has Report been sent on (1) Freeboard of Ship? Yes. (2) Machinery? Yes.
(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Ship Tanker

Is machinery fitted aft? Yes.

D 201 of Rules)* 483.465'

Built at Hamburg

(D 202 of Rules) 65.75'

Launched 1939

Yard No. 209

D 203 of Rules) 35.917'

Builders Deutsche Werft Reiherstiegwerft

(summer moulded) (D 204 of Rules) 28.106'

Owners Kydoniae Shipping Co.Ltd.

Factor "F" excluding d_t

Address 7 Karaoli & Dimitriou Street, Piraeus, Greece.

"F" including d_t

Managers None.

onnage 10060,86

Address -

nage 5965,33

Port of Registry Piraeus

number 1428

Date of last survey in drydock 13th September, 1959

etters SVOY

DECLARATION

Ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? No.

he scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent
gements? Yes.

ny modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other
red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? none

rate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements
found in order? Yes. Approved plans only.

e materials and workmanship satisfactory? Yes.

he freeboards been satisfactorily marked on the ship's sides and verified? Yes.

DER'S DECLARATION : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's
ister of Shipping.

Builder's Signature

etc.

l Survey fee see Rpt. 8

This Ship in my opinion is eligible to be classed:— 100A1
(Special notations where part of class to be stated)
Carrying oil in bulk.

ling expenses

ttendance fees

plied for

Received

ication Certificate to be sent to Owners Piraeus

18. 3. 60

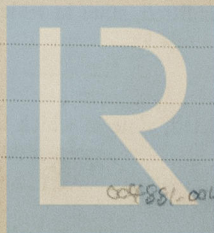
of issue

Interim Certificate been issued? Yes.

Signature E. J. Reid for Self & J. B. Birtle
Surveyor(s) to Lloyd's Register of Shipping

ittee's Minute FRIDAY - 4 MAR 1960

ter Assigned



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Lloyd's Register
Foundation

SHELL & DECK DRILLINGS)

To be securely attached to

REPORT Piraeus No. -P'S NAME Georgios Manolakis DATE OF DRILLING 12.9.59THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 O.F.P.&S. No. 2 L.O.P.&S. No. 3 F.W.P.&S. No. 4 No. 5 No. 6
E.R. 128 tons 22 tons 59.6 tons
No. 7 No. 8 No. 9 No. 10 No. 11 No. 12Fore peak tank W.B. 164 tons After peak tank W.B. 258 tons Midship deep tank -Deep tank aft O.F. P. & S. 795 tons Deep tank fwd. OF/WB P. & S. 612 tons Topside tanks Sett. tanks P.Tanks at sides of tunnel None Tanks in way of tunnel None. Deck tanks Under bridge F.Side tanks F.W. S.S. 25 tons Wing tanks None Other tanks None.If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities: None.

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

M.V. "AMERICA"M.V. "Scandinavia"

This Ship has been surveyed in accordance with the Society's Rules for Ship not built to the Rules of the Society. Scantlings have been checked and verified to approved and all found satisfactory. Additional stiffening to the main deck has been carried out as per the Society's recommendations and it is submitted that this vessel be classed with this Society with the notation 100A1 for carriage of oil in bulk.

$$483.465 \times (65.75 + 28.1) + .85 \times 483.465 (35.97 - 28.1) = 4970$$

$$.85 \times 69 \times 8 + .85 \times 112 \times 8 = 123$$

$$.75 \times (42 + 37 + 37 + 80) \times 8 = 113$$

$$5206$$

$$= 8+$$

SPECIAL FEATURES

| TRAKE | Letter | AMIDSHIPS | | | | FORWARD | | | | AFT | | | | REMARKS |
|--------|--------|--------------------|-----------------------|-------------------|---|--------------------|-----------------------|-------------------|----|--------------------|-----------------------|-------------------|--------|---------|
| | | Original Thickness | Thickness by Drilling | Diminution if any | | Original Thickness | Thickness by Drilling | Diminution if any | | Original Thickness | Thickness by Drilling | Diminution if any | | |
| Strake | N | | | | | | | | | | | | | |
| Below | M | | | | | | | | | | | | | |
| Below | L | | | | | | | | | | | | | |
| Below | K | | | | | | | | | | | | | |
| | J | | | | | 50 | 51 | 50 | - | | | | | |
| | H | | | | | 51 | 53 | 55 | - | | | | | |
| | G | 67 | 62 | 62 | 5 | 5 | 50 | 55 | 55 | - | | | | |
| | F | 71 | 75 | 65 | - | 6 | Stealer | | | 50 | 50 | 50 | - | |
| | E | 71 | 70 | 70 | 1 | 1 | | | | | | | | |
| | D | 71 | 72 | 73 | - | - | 53 | 70 | 65 | - | | 51 | 55 | 55 |
| | C | 71 | 65 | 70 | 6 | 1 | Stealer | | | | | | | |
| | B | 71 | 65 | 77 | 6 | - | 59 | 77 | 70 | - | | 53 | Cement | |
| Keel | A | 105 | | 107 | | | 100 | Cement | | | 81 | Cement | | |
| | | | 347 | 355 | | | | | | | | | | |
| | | | 342 | 107 | | | | | | | | | | |
| | | | 85 | 409 | | | | | | | | | | |

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

| TRAKE | Letter | FORWARD TANK | | | | AFTER TANK | | | | REMARKS |
|--------|--------|--------------------|-----------------------|-------------------|---|--------------------|-----------------------|-------------------|---|---------|
| | | Original Thickness | Thickness by Drilling | Diminution if any | | Original Thickness | Thickness by Drilling | Diminution if any | | |
| Strake | | | | | | | | | | |
| Below | | | | | | | | | | |
| Below | L | | | | | | | | | |
| Below | K | | | | | | | | | |
| | J | | | | | | | | | |
| | H | | | | | | | | | |
| | G | | | | | 67 | 65 | 70 | 2 | |
| | F | 59 | 65 | 65 | - | 71 | 70 | 75 | 1 | |
| | E | 59 | 77 | 65 | - | 71 | 75 | 70 | - | 1 |
| | D | 77 | 77 | 75 | - | 71 | 70 | 75 | 1 | |
| | C | 77 | 77 | 77 | - | 71 | 75 | 75 | - | |
| | B | 77 | 75 | 80 | 2 | 71 | 70 | 70 | 1 | 1 |
| Keel | A | 97 | 100 | | | 105 | 102 | 3 | | |
| | | 795 | 233 | | | 85 | 227 | | | |

Appd See Sec letter
dated 23/9/59
RSP
7/1/60

Red
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

| TRAKE | Letter | FORWARD | | | | AFT | | | | REMARKS |
|---------|--------|--------------------|-----------------------|-------------------|--|--------------------|-----------------------|-------------------|--|---------|
| | | Original Thickness | Thickness by Drilling | Diminution if any | | Original Thickness | Thickness by Drilling | Diminution if any | | |
| Plate | ... | | | | | | | | | |
| Inboard | ... | | | | | | | | | |
| | ... | | | | | | | | | |
| | ... | | | | | | | | | |
| | ... | | | | | | | | | |
| | ... | | | | | | | | | |

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

S NAME "GEORGE MANIAKIS" DATE OF DRILLING 24.7.59

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

| E | Letter | AMIDSHIPS | | | | FORWARD | | | | AFT | | | | REMARKS | | | |
|--------|--------|--------------------|-----------------------|-------|-------------------|---------|--------------------|-----------------------|-------|-------------------|--------------------|-----------------------|-------|---------|-------------------|------|-------|
| | | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | Diminution if any | Original Thickness | Thickness by Drilling | | | Diminution if any | | |
| | | | Port | Stbd. | Port | Stbd. | | Port | Stbd. | | | Port | Stbd. | | | Port | Stbd. |
| Strake | N | | | | | | | | | | | | | | | | |
| Below | M | | | | | | | | | | | | | | | | |
| ... | L | 100' | 100' | 100' | - | - | 50 | 55 | 55 | - | - | 50 | 55 | 55 | - | - | |
| ow | K | 83' | 88' | 90' | - | - | 50 | 55 | 60' | - | - | 50' | 52 | 52 | - | - | |
| | J | 67' | 65' | 65' | 2 | 2 | 50' | 51 | 50 | - | - | 50' | 50 | 50 | - | - | |
| | H | 67' | 68' | 70' | | - | 51 | | | | | 50' | 52 | 50 | - | - | |
| | G | 67' | | | | | 50 | | | | | 50' | 55 | 52 | - | - | |
| | F | 71' | | | | | | | | | | 50 | | | | | |
| | E | 71' | | | | | | | | | | 50 | | | | | |
| | D | 71' | | | | | 53 | | | | | 51 | | | | | |
| | C | 71' | | | | | 77 | | | | | | | | | | |
| | B | 71' | | | | | 59 | | | | | 53 | | | | | |
| uel | A | 105' | | | | | 100 | | | | | 81 | | | | | |
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THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

| NAME | | FORWARD TANK | | | | | | AFTER TANK | | | | | | REMARKS |
|------|--------|--------------------|-----------------------|-------|-------------------|-------|--------------------|-----------------------|-------|-------------------|-------|--|--|---------|
| NO | Letter | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | Diminution if any | | | | |
| | | | Port | Stbd. | Port | Stbd. | | Port | Stbd. | Port | Stbd. | | | |
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Appd Sur Sur Seller
dated 4/8/59

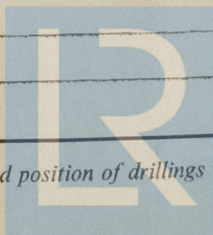
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7/1/60.

Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

| RAKE | FORWARD <i>From 134-135</i> | | | | | | AFT <i>From 75-76</i> | | | | | | REMARKS |
|-------------|-----------------------------|-----------------------|-------|-------------------|-------|--------------------|-----------------------|-------|-------------------|-------|--|--|---------|
| | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | Diminution if any | | | | |
| | | Port | Stbd. | Port | Stbd. | | Port | Stbd. | Port | Stbd. | | | |
| late ... | 90 ✓ | 75 | 75 | 15 | 15 | 90 ✓ | 90 | 85 | - | 5 | | | |
| Inboard ... | 47 ✓ | 50 | 50 | - | - | 47 ✓ | 50 | 52 | - | - | | | |
| " ... | 83 ✓ | 80 | 75 | 3 | 8 | 83 ✓ | 80 | 85 | 3 | - | | | |
| " ... | 83 ✓ | 75 | 75 | 8 | 8 | 83 ✓ | 75 | 80 | 8 | 3 | | | |
| " ... | 83 ✓ | 75 | 75 | 8 | 8 | 83 ✓ | 75 | 75 | 8 | 8 | | | |
| " ... | 47 ✓ | 47 | | - | | 47 ✓ | 50 | - | - | - | | | |
| " ... | | | | | | | | | | | | | |
| | 819 | 752 | | 80 1/2 | | 819 | 717 | | 2 3/4 1/2 | | | | |

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.



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