

Rpt. 8

N/N "MARIA"

Port Piraeus

No. 8293

Date of writing Report 16 60

When handed in at Local Office 16.1.60

Received London

Survey held at Perama

No. of Visits 2

First Date 18.11.59

Last Date 19.11.59

DISCLOSED
SECTION

No. 780

REPORT OF SHIP SURVEYS AND REPAIRS

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

DISCLOSED
SECTION

No. 780

No. in R.B.

504

on the Iron or Steel

"MOLALCOL II" now "MARIA"

Tons gross 407

Year 1928

Month 10

Built at Haverton Hill

By Whom Furness S.B.Co.Ltd.

When

Owners Stavros Eleftheriades,

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Piraeus

Surveyed Afloat or in Drydock Drydock

Name of Dock

Slipway, Perama

Date of last examn. in Drydock 19.11.59

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

Last Report: No.

To be filled in at Head Office.

Port

LIV.

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.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

BS+

Dumb barge Bulk oil carrier

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

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Commenc. of Special Survey (Vessel 31 years old)

Recommended

3 plates at forecastle deck found wasted and thin to renew.

2 plates at poop deck p.s. and 1 plate stbd. side to renew.

Port side shell plating.

On strakes 1st, 2nd and 3rd below sheer 1st from fwd. max. depth of indent 6 $\frac{1}{2}$ " set in with frames in way buckled, it was recommended that the plates (5) be removed faired and refitted and that all frames in way be cropped, faired and refitted.

Port and stbd. aft shell plating in way of aft peak space indented. This indent involved 2 plates port and stbd. with internals in way all of which necessitated removal, fairing and refitting.

Port and stbd. side fwd. bulwark plating holed and generally indented over the full area approx. 10 metres and necessitates renewal.

At the initial survey the owners stated that these would be put in hand and it was his intention to submit plans for conversion to Oil Fuel.

The shell drillings were obtained approx. 3 days later and the owner stated that while prepared to carry out deck repairs considered the cost of the side plating repairs excessive and stated that he was prepared to remove the vessel from

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?

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

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".

Only for the information of the Committee.

DISCLOSED
SECTION
No. 780

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

See Committee minute 18 September 1959



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010478-010483-0223½

TABLE 1

"MOLALCOL II" now "MARIA"

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Commenc. SS SURVEY

| Items | Now Examined YES NO or NONE | Tanks | Now Examined Internally | Now Tested |
|--|-----------------------------------|--|-------------------------|------------|
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes. | F.P. Tank | | |
| Rudder lifted | No. | A.P. " | | |
| Weather Decks, Superstructures and Casings | Yes. | D.B. Tanks (indicate Oil Fuel and Cofferdams) | | |
| Hatchways, Covers, closing and securing appliances | Yes. | | | |
| Ventilator coamings, skylights, companionways and closing appliances | Yes. | | | |
| Hold | Yes. | Fresh Water Tanks | | |
| | | Deep Tanks | | |
| Tween Decks | - | Oil Fuel Bunkers and Settling Tanks | | |
| Fore Peak Spaces | Yes. | Side Tanks | | |
| After " " | Yes. | Wing Tanks | | |
| Engine Space | - | Other Tanks | | |
| Boiler | Yes. | Cargo Tanks (Tankers) | | |
| Under BOILER Boilers | Yes. | | | |
| Tunnel and Well | None. | | | |
| Coal Bunkers | Yes. | Cofferdams | | |
| Chain Locker | - | Pump Rooms | | |
| Other Spaces | - | | | |
| | | Have Tanks now Examined been Cleaned as Necessary? | | |
| | | 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?

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

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

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

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected?

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

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.) class if these recommendations were not withdrawn.

It was and is the considered opinion of the undersigned that the recommendations were necessary.

Survey Fee £ 30. 0. 0 Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) Date when A/c. Rendered 16.1.60

Travelling Expenses (if chargeable) 2.17. 0

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to

REPORT Piraeus No. 8293

SHIP'S NAME "MOLALCOL II" now "MARIA" DATE OF DRILLING 19.11.59

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

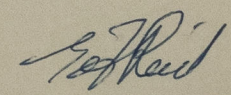
The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

| STRAKE | | AMIDSHIPS | | | | | | FORWARD | | | | | | AFT | | | | | | REMARKS |
|---------------------|--------|--------------------|-----------------------|-------|-------------------|-------|--------------------|-----------------------|-------|-------------------|-------|--------------------|-----------------------|-------|-------------------|-------|--|--|--|---------|
| POSITION | Letter | 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. | Port | Stbd. | | | | |
| Bridge Sheerstrake | | | | | | | | | | | | | | | | | | | | |
| Bridge Strake below | | | | | | | | | | | | | | | | | | | | |
| Sheerstrake ... | | | | | | | 34 | 35 | 35 | - | | 34 | 35 | 35 | - | - | | | | |
| 1st Strake below | | | | | | | 34 | 35 | 33 | | | 34 | 35 | 30 | - | 4 | | | | |
| 2nd " " | | | | | | | 34 | 33 | 30 | 1 | 4 | 34 | 33 | 30 | 1 | 4 | | | | |
| 3rd " " | | | | | | | 34 | 30 | 30 | 4 | 4 | 34 | 33 | 40 | 1 | - | | | | |
| 4th " " | | | | | | | 34 | 33 | 34 | 1 | - | 34 | 33 | 33 | 1 | 1 | | | | |
| 5th " " | | | | | | | 34 | 30 | 33 | 4 | 1 | 34 | 30 | 30 | 4 | 4 | | | | |
| 6th " " | | | | | | Keel | 140 | 35 | | 5 | | 40 | 38 | | 2 | | | | | |
| 7th " " | | | | | | | | | | | | | | | | | | | | |
| 8th " " | | | | | | | | | | | | | | | | | | | | |
| 9th " " | | | | | | | | | | | | | | | | | | | | |
| 10th " " | | | | | | | | | | | | | | | | | | | | |
| 11th " " | | | | | | | | | | | | | | | | | | | | |
| 12th " " | | | | | | | | | | | | | | | | | | | | |

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

| STRAKE | POSITION | Letter | FORWARD TANK | | | AFTER TANK | | | REMARKS |
|---------------------|----------|--------|--------------------|-----------------------|-------------------|--------------------|-----------------------|-------------------|---------|
| | | | Original Thickness | Thickness by Drilling | Diminution if any | Original Thickness | Thickness by Drilling | Diminution if any | |
| | | | Port | Stbd. | Port | Stbd. | Port | Stbd. | |
| Bridge Sheerstrake | | | | | | | | | |
| Bridge Strake below | | | | | | | | | |
| Sheerstrake | ... | | | | | | | | |
| 1st Strake below | | | | | | | | | |
| 2nd " " | | | | | | | | | |
| 3rd " " | | | | | | | | | |
| 4th " " | | | | | | | | | |
| 5th " " | | | | | | | | | |
| 6th " " | | | | | | | | | |
| 7th " " | | | | | | | | | |
| 8th " " | | | | | | | | | |
| 9th " " | | | | | | | | | |
| 10th " " | | | | | | | | | |
| 11th " " | | | | | | | | | |
| 12th " " | | | | | | | | | |

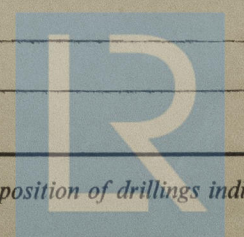

 Surveyor to Lloyd's
 Register of Shipping
THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

| STRAKE | POSITION | Letter | FORWARD | | | AFT | | | REMARKS |
|--------------------|----------|--------|--------------------|-----------------------|-------------------|--------------------|-----------------------|-------------------|---------|
| | | | Original Thickness | Thickness by Drilling | Diminution if any | Original Thickness | Thickness by Drilling | Diminution if any | |
| | | | Port | Stbd. | Port | Stbd. | Port | Stbd. | |
| Stringer Plate | ... | | 30 | 30 | | 25 | 35 | 25 | |
| 1st Strake Inboard | ... | | 20 | 30 | | 35 | 27 | | |
| 2nd " " | | | 30 | 30 | | 30 | 30 | | |
| 3rd " " | | | 30 | | | 30 | 30 | | |
| 4th " " | | | | | | | | | |
| 5th " " | | | | | | | | | |
| 6th " " | | | | | | | | | |

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

5m, 10, 57 T.

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