

LLOYD'S REGISTER OF SHIPPING

No. F. 2490

ALTERATIONS TO CONDITIONS OF ASSIGNMENT OF LOADLINES

Ship's Name "TINA ONASSIS"

Official No.

Port of Registry MONROVIA

This ship has been under survey at Hamburg

on 4.4.1967 to the 5.5.

1967 and the following alterations to the conditions of

assignment of loadlines have now been effected/found:—

AMENDED TANKER FREEBOARD

as agreed by the Liberian Authorities

- 1) The portable steel plates at forecastle bulkhead closed by EW steel plates, on two existing doors giving access to the forecastle spaces 2 additional toggles fitted. ✓
- 2) The existing doors on maindeck giving access to the poop spaces 2 additional toggles fitted, sill height 600 mm.
The existing doors on poop deck in front bulkhead and on port side giving access to the poop spaces, 2 additional toggles fitted. ✓
- 3) Guard rail on maindeck, forecastle deck and poopdeck.
1 additional rod fitted with a height of 9" above deck. ✓
- 4) Scuppers and discharges from poop spaces and above.
An additional screwdown non-return valves to the existing storm valve fitted in way of boiler room, Engine room, Engine workshop, Paintroom in ER. and steeringgear flat.
(This valve is in accessible position)
In way of Boiler room (s) 2 non-return valves and (p) 1 non-return valve fitted with extended spindles having o/s. indicators to the poopdeck. ✓
- 5) The bulwark glassess to the pump room skylights fwd. and aft fitted with W.T. steel cover. ✓

MODIFICATION TO CARGO TANKS

Now Done: The following original OT Bulkheads now altered to form wash bulkheads.

Centre tanks between Nos. 1 and 2 frame 100
 " Nos. 3 and 4 frame 166
 " Nos. 5, 6 and 7 frame 142 + 130
 " Nos. 8 and 9 frame 106
 " Nos. 10 and 11 frame 82
 Wing tanks " Nos. 8 and 9 (p+s) frame 106. ✓

The original hatch coamings with cover from No. 6 wingtank (p+s) now removed and refitted to No. 6 centre (p+s).

The original hatch coaming from No. 6 centre (p+s) now fitted to No. 6 wing tank (p+s) (now permanent ballast)

Original venting arrangement for No. 6 wing tank (p+s) has now been re-arranged to serve No. 6 centre (p+s).

Part Alterations to suit carriage of grain cargoes.

4 trimming hatches (normal butterworth-opening diameter) cut in upperdeck inside the bridge space. ✓

For D. Lockhart and self

U. Peterson
 (U. Peterson)

Hamburg, 12th June, 1967

Surveyor to Lloyd's Register of Shipping

A copy of this Report has been placed on board.

Noted
Condition complied
with S 25
7 67
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