

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

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

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

Enclosure

11th March, 1952.

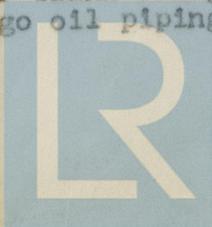
Dear Sir,

Motorship "GEORGIOS P"

I duly received your cablegram of the 4th instant and in confirmation of my reply today, as per copy herewith, I would inform you that this case has been considered in the light of your survey, which was held in November, 1949, and referred to in your report No. 5544.

The vessel will be eligible for a class of B.S. Coasting Service with limits to be defined, in association with a summer moulded draught of 13'-0", with notation of S.S. 11,49, when permanent repairs have been effected to Nos. 1,3 and 4 keel plates, A.5 and 6 port side, A.1, 2, 3, 4,5 and 6 starboard side, and B.3, 4 and 5 starboard side, as recommended by you to be done before the end of November, 1950. Before a class is assigned the equipment will also require to be brought up to Rule requirements by the supply of 45 fathoms of 1-5/16" cable and the testing of all the equipment on board.

A notation of "Carrying vegetable oil in midship deep tanks and deep tank aft" could be assigned provided oil fuel is not carried in the side tanks or any tanks adjacent to the vegetable oil tanks. In this respect the engine room side bunkers are in contact with the vegetable oil tanks at the corners of the longitudinal bulkhead, but this could be accepted, provided the corners are completely welded. So far as the pumping arrangements are concerned, the vegetable oil suction to the tanks would require to be made entirely separate from all connections to water ballast tanks. Provision should also be made for blank flanging any ballast connections to the cargo oil piping system.



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Due to the time which has elapsed since the last survey, the vessel will also require to be generally examined in dry dock and an Annual Survey held. With this arrangement the next Special Survey would become due in November, 1953, but the Owners could, if so wished, carry out a Special Survey now, concurrently with the repairs to the shell plating in order to obtain a new Special Survey notation.

As there is a possibility of Thomas steel having been used in the construction of the ship, a satisfactory report would be required on the present condition of the steel-work.

This case was referred to in my classing letter to you on the 9th June, 1950, and the remarks therein regarding the electrical equipment still stand.

The cost of my cablegram is £1:5:3 and this amount should be collected when rendering your account.

Yours faithfully,

Assistant Clerk to
the Classification Committee.

A.C. Bone, Esq.,
PIRAEUS.



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