

"GEORGIOS P" ex "MARATHON"

IT IS SUBMITTED the Bombay Surveyors be informed by mail, in reply to their cablegram of March 4th, this ship is surveyed for B.C. class and, but for some outstanding matters with regard to the machinery, she would have been submitted to the Committee with the recommendation that she be classed BS (Mediterranean & Red Sea Service) in association with a summer moulded draught of 13 feet, with record of docking 8.49 and notations of S.S.11.49 and Annual survey 11.49, subject to permanent repairs to Nos. 1, 3 & 4 shell plates, A.5 & 6 (p.s.) A.1, 2, 3, 4, 5 & 6 (s.s.) and Nos. 3, 4 & 5 (s.s.) by end of November 1950, and to have the notation of 'ei' pending the supply of 45 fathoms of 1.5/16" plate, (total of 195 fathoms required), and the testing of the equipment. The notation "Carrying Oil Fuel F.P. above 500°F in midship deep tanks and deep tank aft" would have been inserted in the Register Book. As the ship was later reported to be transferring to the A.B. classification was not proceeded with.

It is concluded the new Owners will continue with the B.C. classification, and the notation "Carrying Oil Fuel F.P. above 150°F in midship deep tanks and deep tank aft" could be altered to "Carrying Vegetable Oil etc", provided oil fuel is not carried in the side tanks or any tanks adjacent to the vegetable oil tanks. * As the shell is below rule requirements for unrestricted service, the class would require to be limited to "Coasting Service" the precise limits of which would require to be submitted for consideration.

As regards the survey requirements, all the 'subject' items referred to in the first paragraph should be dealt with including the testing and supply of equipment. Due to the time which has elapsed since the last survey, the ship should be generally examined in drydock and the requirements of an annual survey carried out. With this arrangement the next special survey would become due 11.53, but the Owners could, if they wished, carry out a special survey now concurrently with the repairs to the shell plating in order to obtain a new S.S. notation.

** In this respect the engine room side bunkers are in contact with the veg oil at the corners of the long hold, but this could be accepted provided the corners are completely welded.*

5th March, 1952.

Also for Mr. Turnbull.
Engineers
Fees?

Office Note: There is a possibility of Thomas Steel having been used in the construction of this ship, but as she was built in 1945 any defects from this cause would probably now be apparent. (in addendum 20-3-52)

So far as pumping arrangements are concerned the proposal to carry vegetable oil in the midship deep tanks and deep tank aft is in order provided the vegetable oil suction to these tanks are 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.