

Rpt. 8

WRECK

Port of Genoa

No.

23305

14th May, 1958

SECTION

19/5/58

29 MAY 1958

Genoa

No. 894

10

First Date 18/4/ 19 58

Last Date 2/5/ 58

REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.R.

18843

on the 1st or Steel

"LUCANIA"

Tons gross 6723

Built at Birkenhead

By Whom Cammell Laird & Co. Ltd.

When 1930

Owners FRATELLI GRIMALDI

Owners' address (If not already in R.B.)

Managers

Port of Registry Naples

Surveyed Afloat or in Drydock both

Name of Dock

Grazie D.D. No. 4-

Date of last examn. in Drydock 2.5.58.-

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

Last Report: No.

22899

Port

GEN

To be filled in at Head Office.

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

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 Advancement of Special Survey "D" due 6/57 (ship now 28 years old).
For parts now examined see Tables Nos. 1 & 2 overleaf.

To complete the Special Survey the following items remain to be dealt with :

Plating of strength deck to be drilled and gauged.

To be examined :

No. 2 d.b. tank, d.b. lub. oil tank fr^s 42-47.

d.b. tank fr^s 62-64.

To be tested :

o.f. wing tanks Nos. 1, 3, 5, 6, 11, 12 & 17.

f.w. wing tanks Nos. 2 & 4.

f.w. tanks fr^s 33-39 and fr^s 144-153.

Freeboard marks to be verified.

Existing condition of Class "A".

"Shell plate No.4 in 1st strake below sheer (starboard forward) to be examined and dealt with as necessary by next dry docking".

The plate was specially examined and no defects being found, it is submitted that this condition of Class be now deleted.

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 Fair'd or Repaired								
Fair'd or Repaired in place								

Has a Survey also been held on machinery of the Ship?

yes

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

no

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

now

Has Interim Certificate been issued? yes, copy attached.

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".

This ship, so far as now surveyed, is eligible in our opinion, to remain as now Classed with fresh record of Docking 4.58 and with the notation of SS(Dr)(with place and date) upon completion, without special condition of Class regarding shell plate No. 4 in 1st strake below sheer (s.s.f.) but subject to corroded rivets in lower edge of 3rd strake below sheer (P & S) being dealt with by completion of special survey.

(A. Tilson & E. Villa)

Surveyor to Lloyd's Register of Shipping

THURSDAY 26 JUN 1958

Minute of Committee

Minute

Note & write Gen (m) (h)

Deferred for comp. S.S. but D.S. 4.58 subject (ham) ES 2.57 (stbd T'second with held)

TUESDAY 26 JUN 1958

Overdue SS 6.54 incomf

Lloyd's Register Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Advancement of Special		SURVEY "D".	
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	no	no	
Rudder lifted	no	A.P. "	no	no	
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	Nos. 3 & 4 (P&S) O.F. All D.B. tanks= yes		
Hatchways, Covers, closing and securing appliances	yes		all D.B. cofferdams	" D.B. cofferdam	
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks			
Holds	no	Deep Tanks			
		Oil Fuel Bunkers and Settling Tanks	(Nos. 1, 3, 5, 15(S) Nos. 7, 8, 9, 10, 13, 14, (Nos. 2, 4, 6, 16(P)		
"Tween Decks	no	Side Tanks			
Fore Peak Spaces	no	Wing Tanks			
After " "	yes	Other Tanks			
Engine Space	yes	Cargo Tanks (Tankers)			
Boiler	yes				
Under Engines and Boilers	yes	Cofferdams			
Tunnel and and Recess	-	Pump Rooms			
Coal Bunkers	no				
Chain Locker	-				
Other Spaces					
		Have Tanks now Examined been Cleaned as Necessary?	yes		
		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? **yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **no**

Have the bilges been cleaned out and examined? **yes.**

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **no**

Has a Load Line Survey been held? **no** If so, state which **shell only** If so, Report 8(Dr) to be attached **yes**

Have the shell and deck plating been drilled as per Rule? **no** If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? **no**

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 efficient (see report)	Ceiling and Cargo Battens not examined	Sluice Valves examined and found -
" " in way of side scuttles not exd	Cement or Asphalt " "	Air and Sounding Pipes good above deck
Rudder and Sternframe good	Cargo and other Hatchways good	Doubling Plates under Sounding Pipes fitted
Decks good	Hatches and closing appliances "	Masts and Rigging examined and found not examined
Superstructures and their closing appliances good	Ventilators, their coamings "	Condition, how ascertained -
Coamings and Casings good	and closing appliances "	(State if wedges removed) not examined
Beams and Fastenings not examined	Companionways and Skylights "	Chain Locker -
Frames " "	Shell Openings "	EQUIPMENT
Reverse Frames " "	Ash Shoots -	Equipment Letter CT 6762 C 37
Longitudinals " "	Overboard Discharges and Scuppers good	Anchors, No. of - Condition -
Transverses good	Freeing ports -	Cables (State if now ranged and examined) not ranged
Floors "	Steering Gear (Main and Auxiliary) good	" length - mean diam. stated
Keelsons "	examined and found "	" Rule Length - Size complete
Stringers "	Windlass examined and found "	Hawsers and Warps sufficient
Inner Bottom Plating not examined	Pumps " "	State if any Anchors or Chain Cable have
Bulkheads and Tunnel " "	W.T. Doors " "	now been supplied or retested, if so, no
		complete Report 8(E4) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **no** See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee **D.S. = £ 10.000**
ADV. S.S. £ 90.000
 Special Damage or Repair Fee (if any)
 Travelling Expenses (if chargeable) **£ 43224**

LATE FEE
 Second Surveyor's Fee (if any) **£ 5000**
 REV. TAX. **£ 9294**
 Date when A/C. Rendered **24/5/58**

Rpt. 9a

Port of GENOA

Continuation of Report No. **23305** dated 14th May, 1958

on the

S/S "LUCANIA"

(Sheet No. 2).

Upon examination the following defects were found:

- 1) Rivet points corroded in lower edge in 3rd strake below sheer (amidship P & S) recommended same to be dealt with by completion of special survey.
- 2) 3rd strake below sheer (amidship P & S) somewhat indented between frames over a length of 2 plates, this plating drilled, gauged and considered to remain efficient. It is submitted that this item be made an endorsement of Class "B".
- 3) Shell plate No. 4 (starboard side forward) in 3rd strake below sheer indented, examined and considered to remain efficient. It is submitted that this item be made an endorsement of Class "B".
- 4) Keel plating slightly waved throughout length, maximum depth of wave noted being 10 mm., considered to remain efficient. It is submitted that this item be made an endorsement of Class "B".

New condition of Class "A".

Corroded rivets in lower edge of 3rd strake below sheer (amidship P & S) to be dealt with by completion of Special Survey.

New endorsements of Class "B".

- 1) 3rd strake below sheer (amidship P & S) indented.
- 2) Shell plate No. 4 (stbd side fwd) in 3rd strake below sheer indented.
- 3) Keel plating slightly waved throughout length.

G. Tibon C. King



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SHIP'S NAME "LUCANIA"

DATE OF DRILLING { 9.9.57. = Afloat
30.4.58. = in dry-dock.

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

The thicknesses are in ~~mm~~ mm.

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.	Port	Stbd.					
Bridge Sheerstrake																				
Bridge Strake below																				
Sheerstrake	L	11.5	22.5	23	.5	-	7.5	7.5	7	-	.5	7.5	7.5	7	-	.5				
upper dk(weather dk) doubler	K	11.5	11	11	.5	.5	7.5	7	7	.5	.5	7.5	7	7	.5	.5				
1st Strake below	J	11.5	11	11	.5	.5	8	8	8	-	-	8	8	8	-	-				
2nd	J	11.5	11	11	.5	.5	8	8	8	-	-	8	8	8	-	-				
3rd	H	11.5	11	10.5	.5	1.0	11	10	9.5	1.0	1.5	9.5	9	9	.5	.5				
4th	G	11.5	10.5	11	1.0	.5	11	10	10.5	1.0	.5	9.5	8	8.5	1.5	.5				
5th	F	11.5	11	11	.5	.5	11	10.5	10.5	.5	.5	9.5	9	8.5	.5	1.0				
6th	E	12	11.5	11.5	.5	.5	-	-	-	-	-	-	-	-	-	-				
7th	D	12	10.5	12	1.5	-	11	11	11	-	-	-	15.5	15	-	-				
8th	C	12	11	12	1.0	-	11	11	11	-	-	9.5	9	9	.5	.5				
9th	B	12	11	11.5	1.0	.5	11	11	11	-	-	9.5	9	9	.5	.5				
10th	A	12	11.5	11.5	.5	.5	11	11	11	-	-	9.5	9	9.5	.5	-				
11th	Keel	15.5	15.5	-	-	-	15.5	15.5	-	-	-	15.5	15.5	-	-	-				
12th																				

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

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
POSITION	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.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake														
1st Strake below														
2nd " "														
3rd " "														
4th " "														
5th " "														
6th " "														
7th " "														
8th " "														
9th " "														
10th "														
11th " "														
12th " "														

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F. Petronio & A. Tilson
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	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.	Port	Stbd.			
Stringer Plate												
1st Strake Inboard	...												
2nd	”	”	...										
3rd	”	”	...	NOT YET DRILLED. =									
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.