

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Feb. 28 1949 When handed in at Local Office Mar. 1 1949 Port of NEW YORK

No. in Reg. Book. Survey held at New York Date, First Survey Oct. 11 Last Survey Feb. 26 1949

on the ~~Wood Iron~~ Steel TW. SC. M.V. "LUCIA" (ex LST 319) (No. of Visits 35)

TONNAGE:— Built at Philadelphia By whom Philadelphia Navy Yard When 1943 YEAR. MONTH. 4  
GROSS Owners Shell Caribbean Petroleum Co. Owners' Address \_\_\_\_\_  
UNDER DK. Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book).  
NET Port belonging to MARACAIBO

Surveyed Afloat or in Dry Dock? BOTH Name of Dock Todd Shipyards Corp. Destined Voyage \_\_\_\_\_  
Cell DBorDBa feet; uE&B \_\_\_\_\_ feet; f. \_\_\_\_\_ feet } Particulars of Classification (which must be inserted  
Total capacity \_\_\_\_\_ tons. FPT. \_\_\_\_\_ tons; APT. \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. } precisely as in Register Book & Supplements

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.  
Last Report, No. \_\_\_\_\_ Port \_\_\_\_\_

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined \_\_\_\_\_  
Society's Freeboard (if assigned) as \_\_\_\_\_ ft. \_\_\_\_\_ ins.  
painted on Ship and now verified }

Was a damage report made by anyone else? if so, by whom? \_\_\_\_\_

REPAIRS, OR EXAMINATION AS PER RULE, FOR conversion to a bulk oil carrier and Special Survey for  
Classification.

NOW DONE: Vessel placed in Dry Dock, the bottom, rudders and side shell plating cleaned to bare metal, examined and now placed in good condition and coated.  
Freeboard verified.

Conversion: The vessel converted at this time from an L S T craft to a bulk oil carrier for carrying petroleum in bulk, in accordance with plans and arrangements approved by the London office. Copies of plans have already been forwarded for similar conversions at this time.

Anchors and Windlass: A reconditioned steel hawsepipe and chain pipe installed on the Starboard bow, together with a motor driven capstan windlass similar to the existing one on the Port side.  
(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	79							
Removed and Faired or Repaired								
Faired or Repaired in place	48							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt.)
Stowage of Decks	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Stowage	Good	Cement or Asphalt	-	Oil Bunkers	Good	Boats	Good
Stowage & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	New
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	
Stowage	Good	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	
Stowage	Good	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	2 Bow
Stowage	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Cables (State if now ranged)	Yes
Stowage	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length	300 mean diamr. 1 1/4"
Stowage	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" Rule length	size
Stowage	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	Chain Locker	Good
Stowage	Good			" " at other places	-	Hawsers & Warps	Sufficient
Stowage	Good			Stringers, Clamps & Shelves	-	Standing and Running Rigging	Good
Stowage	Good			Salting	(State if examined.)	Sails	-

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey" "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good and efficient condition and eligible in our opinion to be classed A-1 with Freeboard and with notation of ss N.Yk. 2-49 and date of Dry Docking 2-49. subject to 1 bower anchor to test.

For service between Curacao and Maracaibo Gulf and Lakes.

Classification and S.S.	Amount	Fees applied for, Mar. 9, 1949	Received by me, Mar. 22, 1949
Special Damage or Repair Fee (if any) (per Sec. 29)	\$1300.00		
Freeboard	\$100.00		
Swelling Expenses (if chargeable)	£ 16.00		
Lifeboats	\$20.00		
and Surveyor's Fee (if any)	£		

Committee's Minute! NEW YORK MAR 16 1949 JRP  
Character Assigned A1-2,49 N.Yk. with freeboard subject.  
Classed 2,49 in service between curacao and maracaibo gulf and lakes carrying petroleum in bulk  
S.O.Lh. 25/5 J.S. N.Yk. 2, 49.



Is Certificate required? If so, to be sent to 005838-00845-0287

TW.S.C. M.V. "LUCIA" ex (LST 319)

A new anchor and 300 fathoms new chain installed on the Starboard bow.

See particulars on the following form:

Weight of the existing Port anchor 5220 lbs.

New cargo pumps consist of (2) diesel engines driven vertical centrifugal 6 stage pumps, engines are located in the auxiliary engine room, clutch connecting through shafting to the pumps in the main pump-room.

SPECIAL SURVEY.

Examined decks, hatchways, covers, chain lockers, anchors and cables ranged, masts and rigging, ventilators and coamings, air and sounding pipes, boats and equipment, steel work generally, pumprooms, dry store spaces, steering gear with telemotor, hand steering gear, windlass, engine room spaces and cofferdams.

Examined internally and afterwards pressure tested all cargo tanks, F.P. and A.P. Tanks, fuel oil bunkers, fuel oil settling tanks, water ballast, fresh water and daily supply tanks.

All the requirements for Special Survey now complied with.

HULL REPAIRS:

79 indented shell plates renewed or cropped and partly renewed, together with internals in way.

48 shell plates faired in place.

The two (2) rudders lifted, bushings and carriers examined and found or now placed in order.

*M. S. K.*

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
15696	1st Bower			5260		1bs.			91728		1bs.			Baldt. Stockless	Baldt Anchor	Chester, Pa. 5-11-48
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	Kedge															

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
3824	300	1 1/4	41	58	28460	1bs.			Drlok	Baldt	8-11-48
										Anchor Chain and Forge Division	Chester, Pa. J.K. Helms

Iron Stream Chain }  
or Steel Wire }

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

21520