

REC'D NEW YORK APR 22 1949

11 MAY 1949

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No. 3 2 5 1 B

Rpt. 8.

(Received at London Office)

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 8. 4. 19. 49 When handed in at Local Office... 19... Port of Curacao, N. W. I.

No. in Survey held at Willemstad, Curacao, N.W.I. Date, First Survey 14.3.49 Last Survey 6. 4. 1949. Reg. Book. (No. of Visits 11)

on the Wood, Iron or Steel W. S. "LUCIA" (LST 319)

Built at Philadelphia, Pa By whom U.S. Navy Yard When 1943

Owners Shell Caribbean Petroleum Co. Owners' Address (If not already recorded in Appendix to Register Book) Managers Port belonging to Maracaibo

TONNAGE: GROSS 3217 UNDER DK. NET

Surveyed Afloat or in Dry Dock? Name of Dock Beatrix Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet total capacity tons. FPT tons; APT tons; MT feet tons.

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. 49000 Port N.Y.K. 7E

(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.

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 Rpt. Atch. Society's Freeboard (if assigned) as 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 Emergency Docking on account of damage stated to have been sustained when a hole was burned through the stringer plate in way of No.3 starboard cargo tank at Punta Cardon, Venezuela on 11th March 1949. The vessel had not so far carried a cargo, had just been delivered from the Yard in U.S.A. where it had been converted from an L.S.T. to carry petroleum in bulk.

Now Done:- Vessel placed in drydock, bottom, sides and rudders cleaned, examined and recoated.

- | | |
|---|-------------------------------|
| (Starbd. Side) <u>FOUND</u> | <u>RECOMMENDED</u> |
| 1. Stringer plate No.7 from aft set up approx. 18" | Stringer plate to be renewed. |
| 2. Deck plate No.8 from aft in 1st inboard strake set up with Item 1 for full length. | Deck plate to be renewed. |

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good (Wavy)	Good where seen		Good		(State if on Felt.)	
Caulking of Decks	...	Ceiling	...	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	...	Oil Bunkers	...	Boats	Good
Beams & Fastenings	...	Rudder	S Good	Scuppers	...	Masts, Yards, &c.	"
Outside Plating	Good (Wavy, indntd)	Steering gear and its connections	"	Cargo Hatchways	...	Condition, how ascertained from deck	(State if wedges removed.)
"	in way of sidelights	Windlass	"	Hatches	...	Equipment letter	...
Frames	...	Have pumps been examined and found efficient?	...	Planking	...	Anchors, No. of	2 B
Reverse Frames	...	Have Sluice Valves been examined and found efficient?	...	Caulking	...	Cables (State if now ranged)	...
Longitudinals	...	Have Watertight Doors been examined and found efficient?	...	Treenails	...	" length (on board.)	mean diam.
Transverses	...	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	...	" Rule length	size
Floors	...	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	...	Chain Locker	...
Keelsons	...	Have the Tanks been tested? In way of	...	Timbers of Frame at openings	...	Hawsers & Warps	Sufficient
Stringers	...	Doubling Plates under Sounding Pipes	...	" at other places	...	Standing and Running Rigging	Efficient
Inner Bottom Plating	...			Stringers, Clamps & Shelves	...	Sails	...
Have the Tanks been examined internally?	Partly			Salting	State if examined.		

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 as now seen is eligible in my opinion to be retained as now classed with fresh record of Survey 4,49 subject to set up bottom and indented side plating.

Survey Fee (per Section 29)	£ : :	Fees applied for,	8. 4. 19. 49
Special Damage or Repair Fee (if any) 8/4/49	F 350.00	Received by me,	19
Travelling Expenses (if chargeable) 8/4/49	F 25.00	F210 paid	
Damage Rpt. 23.3.49	F 200.00		
Second Surveyor's Fee (if any) Expenses 23.3.49	F 10.00		

Committee's Minute. FRI. 8 JUL 1949

Character Assigned 4,49 Wmd subject to set up



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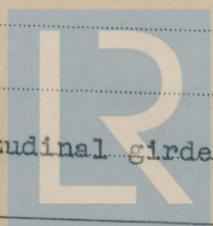
Is Certificate required? If so, to be sent to

S. S. " L U C I A "

FOUND

RECOMMENDED

- 3. Gantry for handling cargo hoses set over with deck plating. To be removed and refitted on new plating.
- 4. No. 3 cargo tank hatch coaming distorted. To be removed, faired and refitted.
- 5. Master valve, suction valve and cross over valves spindles bent over. Spindles to be removed, faired and refitted.
- 6. Four flanges of ten inch cargo discharge line broken. Pipes to be removed, new flanges fitted and pipes refitted.
- 7. Gas line, bunker line and Butterworth line. To be removed to give access to repairs and refitted with brackets, clips &c.
- 8. Butterworth cover, ullage plugs and two drains from cargo line. To be removed to give access to repairs, faired and refitted.
- 9. Approx. 40 feet 3 ply guard rail set outboard. Guard rail to be removed, faired and refitted.
- 10. Flange on vapour line to No.3 coaming broken. Pipe to be removed, new flange fitted and pipe refitted.
- 11. Sheer strake plate No.10 from aft and all strakes below up to and including F strake bulged outboard to a maximum of approx. 8" between W.T. bulkheads at frames 22 and 25 with F strake plate torn in way of web frames. Hull plating between main deck and top of E strake to be renewed.
- 12. In No.3 Starboard Tank. 1st Deck:- After bulkhead with five stiffeners buckled. After bulkhead and stiffeners to be renewed.
- 13. Longitudinal bulkhead bulged out with stiffeners buckled. Longitudinal bulkhead and stiffeners to be renewed.
- 14. Forward bulkhead bulged out with stiffeners to max. of approx. 6" and torn in way of deep longitudinal girder. Forward bulkhead and stiffeners to be renewed.
- 15. Deep longitudinal under deck fabricated girder set up, twisted & torn from fore to after bulkheads. Deep longitudinal girder to be renewed.



0249 2/4

S. S. " L U C I A "

FOUND

RECOMMENDED

16. Four longitudinal under deck beams buckled. Four under deck beams to be renewed.

17. Two deep transverses (T Bars) on ship side, divisional bulkhead and under deck buckled and twisted. Two deep transverses to be renewed.

18. Shiplside longitudinal frames buckled and set out with plating. Frames to be renewed.

19. First deck torn at shiplside and at divisional bulkhead. Deck to be renewed.

2nd Deck:

20. After bulkhead with stiffeners bulged out and buckled. After bulkhead and stiffeners to be renewed.

21. Deck torn at shiplside, in way of divisional bulkhead and at web frames. Deck to be renewed.

22. Longitudinal bulkhead set out together with stiffeners. Longitudinal bulkhead and stiffeners to be renewed.

23. Shiplside frames set out with plating and buckled. Frames to be renewed.

24. Two transverse web frames set out with shell plating and divisional bulkhead, buckled and torn. Two transverse web frames to be renewed.

Lower Tank Space.

25. Forward and after bulkheads buckled at top. Forward and after bulkheads to be cropped and part renewed.

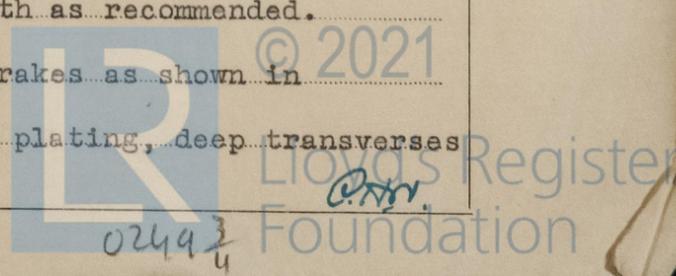
26. Two deep transverse frames boukled and torn in way of F strake. Web frames to be renewed.

27. Two deep transverse stiffeners on divisional bulkhead buckled and torn. Two deep transverse stiffeners to be renewed.

28. Longitudinal bulkhead set out with stiffeners and buckled. Longitudinal bulkhead to be renewed.

Now Done for Damage:- Items 1,2,3,4,5,6,7,8,9,10,15,16 dealt with as recommended.

Item 11:- Sheer strake and plating below now renewed in four strakes as shown in accompanying plan in order to eliminate waste of material. This plating, deep transverses



S. S. " L U C I A .

(17-24-26) and frames (18-23) was fabricated ashore, electrically welded from both sides and shipped in one piece, then electrically welded in place from both sides.

Longitudinal bulkhead:- Items 13,22,27,28:- This was fabricated ashore together with deep transverses and longitudinal frames, electrically welded from both sides and shipped in one piece from main deck to bottom plating and electrically welded in place from both sides.

Forward and after bulkheads:- Items 12,14,20,25. These bulkheads were renewed from the main deck to approximately six feet from bottom of tank.

1st and 2nd Decks:- Items 19 and 21. These were removed ashore, faired, repaired with part new material and refitted.

On completion of repairs Nos. 2, 3, 4 centre and starboard wing tanks were tested and proved tight.

PKV



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