

Rpt. 8.

(Received at London Office)

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11 MAY 1949

3 2 5 1 A
No. 3 2 5 1 B

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 8. 4. 1949 When handed in at Local Office... 19... 49 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)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 MaracaiboTONNAGE: GROSS 3217 UNDER DK. NET
Surveyed Afloat or in Dry Dock? Name of Dock Beatrice 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 serially 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. Attach.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.
Machinery and Boiler Surveys (Including date of N.B., if any).
A1 with full record LMC 2.49.
2.49. DBS 2.49.
Classed 2.49 TS. N. 1.49.
ss. N.Y.K. 2.49. Oil Eng
for service between Curacao & Maracaibo Gulf of Mexico, carrying Petroleum in bulk
Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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.

(Starboard Side) FOUND

RECOMMENDED

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 Deck plate to be renewed.
set up with Item 1 for full length.

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

Decks Good (Wavy)	Bulkheads Good where seen	Engine Room Skylights Good	Copper, or Y.M. (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 mean diam. (on board.)
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	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Sufficient
Stringers		" at other places	Standing and Running Rigging Efficient
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? Pt. 1		Salting	
Have the Tanks been tested? In way of		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. 1949
Special Damage or Repair Fee (if any) 8/4/49 F 350.00 :
(per Sec. 29)
Travelling Expenses (if chargeable) 8/4/49 F 25.00 :
Damage Rpt. 23.3.49 F 200.00 :
Second Surveyor's Fee (if any) Expenses F 10.00 :
23.3.49 F210 paid

Committee's Minute. FRI. 8 JUL 1949

Character Assigned

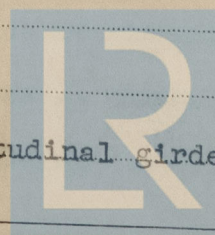
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005838-005845-02494

S. S. " L U C I A " .FOUNDRECOMMENDED

- | | |
|--|---|
| 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. |
| In No. 3 Starboard Tank.
12. 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. |



S. S. " L U C I A "FOUNDRECOMMENDED

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

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

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

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

20. 2nd Deck:
After bulkhead with stiffeners bulged After bulkhead and stiffeners to be
out and buckled. renewed.

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

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

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

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

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

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

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

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

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.

R.M.V.



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