

COPY.

Clodd's Register of Shipping.



Port Willemstad, Curacao. N.W.I.

23rd March, 1949.

This is to Certify that

C. H. Westbury

the undersigned Surveyor to this Society did at the request of the Curacaosche Scheepvaart Maatschappij attend on board the M.V. "LUCIA" 3218 Tons Gross of Maracaibo, afloat and in the Beatrix Drydock, on 14th March 1949 and subsequently, to ascertain the nature and extent of the 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 at 17.05 hours on 11th March 1949.

For further particulars please see vessel's Log Books.

Present also at the survey was Mr. J. Soffree representing the Owners of the vessel.

FOUND

(Starboard Side)

1. Stringer plate No.7 from aft set up approx. 18".
2. Deck plate No.8 from aft in 1st inboard strake set up with Item 1 for full length.
3. Gantry for handling cargo hoses set over with deck plating.
4. No.3 cargo tank hatch coaming distorted.
5. Master valve, suction valve and cross over valves spindles bent over.
6. Four flanges of ten inch cargo discharge line broken.

RECOMMENDED

Stringer plate to be renewed.

Deck plate to be renewed.

To be removed and refitted on new plating.

To be removed, faired and refitted.

Spindles to be removed, faired and refitted.

Pipes to be removed, new flanges fitted and pipes refitted.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY.

2.

FOUND

Gas line, bunker line and Butterworth line,

Butterworth cover, ullage plugs and two drains from cargo line.

Approx. 40 feet 3 ply guard rail set outboard.

Flange on vapour line to No.3 coaming broken.

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.

In No.3 Starboard Tank.

1st Deck:

After bulkhead with five stiffeners buckled.

Longitudinal bulkhead bulged out with stiffeners buckled.

Forward bulkhead bulged out with stiffeners to max. of approx. 6" and torn in way of deep longitudinal girder.

Deep longitudinal under deck fabricated girder set up, twisted and torn from fore and after bulkheads.

Four longitudinal under deck beams buckled.

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

Shipside longitudinal frames buckled and set out with plating.

First deck torn at shipside and at divisional bulkhead.

2nd Deck:

After bulkhead with stiffeners bulged out and buckled.

Deck torn at shipside, in way of divisional bulkhead and at web frames.

RECOMMENDED

To be removed to give access to repairs and refitted with brackets, clips &c.,

To be removed to give access to repairs, faired and refitted.

Guard rail to be removed, faired and refitted.

Pipe to be removed, new flange fitted and pipe refitted.

Hull plating between main deck and top of E strake to be renewed.

After bulkhead and stiffeners to be renewed.

Longitudinal bulkhead and stiffeners to be renewed.

Forward bulkhead and stiffeners to be renewed.

Deep longitudinal girder to be renewed.

Four under deck beams to be renewed.

Two deep transverses to be renewed.

Frames to be renewed.

Deck to be renewed.

After bulkhead and stiffeners to be renewed.

Deck to be renewed.

Lloyd's Register
Foundation

0250 3

COPY.

3.

FOUND

Longitudinal bulkhead set out together with stiffeners.

Shipside frames set out with plating and buckled.

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

Lower Tank Space:

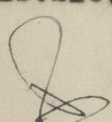
Forward and after bulkheads buckled at top.

Two deep transverse frames buckled and torn in way of F strake.

Two deep transverse stiffeners on divisional bulkhead buckled and torn.

Longitudinal bulkhead set out with stiffeners and buckled.

& Expenses:- Fls:210.00



RECOMMENDED

Longitudinal bulkhead and stiffeners to be renewed.

Frames to be renewed.

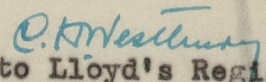
Two transverse web frames to be renewed.

Forward and after bulkheads to be cropped and part renewed.

Web frames to be renewed.

Two deep transverse stiffeners to be renewed.

Longitudinal bulkhead to be renewed.


Surveyor to Lloyd's Register
of Shipping. Curacao. N.W.I.



© 2021

Lloyd's Register
Foundation

0250 3