

Rpt. 8

Port SHIMONOSEKI

No. 920

Date of writing Report 17th Dec., 1958.

When handed in at Local Office

Received London 31 DEC 1958

Survey held at Wakamatsu

No. of Visits 18 SECTION

First Date 29th Nov., 19 58

Last Date 10th Dec., 19 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.B.

69504

on the ~~Steel~~ ^{S.S.} ~~Steel~~

"LUCAS TRADER"

Tons gross 5,343

Year Month

When 1914 6

Built at Sld.

By Whom W. Pickersgill & Sons Ltd.

Owners Lucas S.S. Co., Ltd.

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

Managers Wheelock, Marden & Co., Ltd.

Port of Registry Hong Kong

Surveyed Afloat or in Drydock afloat

Name of Dock Kyushu Zosen, Wakamatsu

Date of last examn. in Drydock

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

Last Report: No. 886. To be filled in at Head Office.

Port Brnk

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
BS*	MBS*
SS Kdo (Dr) 2,57	Engine 2,57
DS - 2,58	Boiler M 2,58
	Tailshaft CL 2,57
	Steam pipe 11,54

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

See Rpt. 10 No. LA-7185 attached.

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Damage, Wear and Tear repairs.

At the request of Lloyd's Agents examined ship for Damage:-

(a) stated to have been caused by ranging against wharf at Delft Quay No.2, Colombo on 5th October, 1958,

(b) stated to have been caused by lighters and barges bumping along ships sides (port and starboard) at Murmagoa Harbour on 26th October, 1958 during loading operations.

Note:- It was not found possible to separate the damages into causes (a) and (b).

Found:- Shell plating indented (port and starboard) in way.

Fore Peak Tank, and Nos.1 and 2 holds (plates numbered from forward):-

Port side:- D1, E1, G5 and 6; J3,4 and 5 and K5.

Starb'd side:- H6,7 and 8; J6,7 and 8.

Frames in way slightly distorted.

Now Done:- No repairs effected at this time as Owners decided to lay the ship up. None of these damages in our opinion impair the seaworthiness of the ship for the intended voyage but it is recommended that these plates etc., be further examined and repaired as found necessary before ship resumes service again.

(c) stated to have been caused by heavy weather between the 20th and 28th November, 1958 whilst on passage Murmagoa to Japan in loaded condition.

Found:- No.1 Hatch Tarpaulin torn, steam pipe casings fore deck missing and midship galley funnel partly destroyed.

CONTINUATION OVER

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

Has a Survey also been held on machinery of the Ship? No

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

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

Has Interim Certificate been issued? Yes, C-7164, 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 is eligible in our opinion to be continued as now classed without fresh record of docking subject to the ship proceeding direct to Osaka for lay up and permanent repairs to shell plating (p. & s.f.), upper deck plating, bridge deck plating, casings and casing tops etc., being effected before ship proceeds to sea, subject also to all outstanding conditions of class being dealt with as previously recommended.

tk Date of Committee

FRIDAY 16 JAN 1959

Minute Vriteshe she

Class suspended 1.55 laid up

Noted for Header

30m.4.57 T.

004049-004054-0048 1/2



© 2020

Lloyd's Register Foundation

TABLE 1

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock			F.P. Tank		
Rudder lifted			A.P. "		
Weather Decks, Superstructures and Casings			D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances					
Ventilator coamings, skylights, companionways and closing appliances			Fresh Water Tanks		
Holds			Deep Tanks		
Twain Decks			Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces			Side Tanks		
After " "			Wing Tanks		
Engine Space			Other Tanks		
Boiler "			Cargo Tanks (Tankers)		
Under Engines and Boilers					
Tunnel and Well			Cofferdams		
Coal Bunkers			Pump Rooms		
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?		
			Have Struts in Cargo Tanks (of Tankers) been removed?		
			Have Tanks been Retested as necessary after completion of any Repairs?		

SURVEY CONFINED TO THE ABOVE.

Have the spaces now surveyed been cleared and cleaned as necessary? _____

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? _____

Have the bilges been cleaned out and examined? _____ Has cement in bottom been examined? _____

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? _____

Has a Load Line Survey been held? _____ If so, state which _____

Have the shell and deck plating been drilled as per Rule? _____ If so, Report 8(Dr) to be attached _____

Have any alterations to the approved scantlings and arrangements now been effected? _____ If so, report details in body of Report.

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	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

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

REMARKS, REPAIRS, Etc. (Contd.) At the request of the Master examined ship for leakage and the following was noted:—

Shell plating (port & starboard) wasted and holed in way of joggles, etc. (all plates numbered from forward).

Port side:— G3; H3; K1,3,4 & 7.

Starb'd side:— H5; J4 and 5; K1,4 and 10.

Deck plating (forward, midships and aft) wasted and holed in way of joggles, etc:—

Forecastle deck - Stringer plates throughout (port and starboard).

Forward well - 4 plates "C" strake (port side).

Inside bridge - port side: - 1 plate each in A, B & C strakes.

Starb'd side: - 2 plates C strake, 1 plate stringer.

After well - 4 plates C strake (port) 2 plates C strake (starboard).

Bridge deck - 1 plate C strake (port) 3 plates C strake (starboard).

Cont'd/.....

Survey Fee & Interim Cert. E25-0-0

Special Damage or Repair Fee (if any) * Special Att. Fees 26-0-0

Travelling Expenses (if chargeable) 21-17-3 (Credit to Kobe)

* £10 x 2 Sundays & £6 Late.

Second Surveyor's Fee (if any)

Date when A/c. Rendered

DEC. 26. 1958

LONDON

A/c rendered from

Rpt.

- 2 -

/8

Port of KOBE

Continuation of Report No.

dated 17th Dec., 1958

on the

S.S. "LUCAS TRADER"

Poop Deck - 2 plates at aft end.

Bulwarks (port and starboard) in forward and after wells indented and in places wasted to be repaired as necessary.

Hatch coamings distorted slightly also hatch beams in poor condition to be repaired as necessary.

Boiler and Engine Casings - casing tops including fiddleys and skylights wasted in several places to be renewed as necessary. Casing sides to be repaired at bottoms where holed and wasted.

Ventilator coamings and air and sounding pipes to be renewed or repaired as necessary.

W.T. Bulkhead between Holds 1 and 2 - top plate noted to be holed also screen bulkhead between Holds 2 and 3 holed in several places to be dealt with as necessary.

Side Stringers in Holds 1 and 2 (port and starboard) and panting beams in No.1 Hold fore end to be repaired as necessary.

Also a number of sundry minor items require to be dealt with.

Temporary Repairs now done:- Welded doubling plates fitted over holes in joggled seams of shell and deck plating (port and starboard).

Shell plates K7 (port side) and K10 (starboard side) were renewed but new plates were only bolted on for the intended voyage. These were hose tested and found tight.

The above temporary repairs were carried out in order that the ship could proceed in ballast from Wakamatsu to Osaka direct for lay up at Owners request.

It is recommended that all the above repairs as noted plus the damage repairs be further examined and permanently dealt with before the ship resumes service.

S.R.List No.164 - Shell plate K20 (p.s.) - not examined or dealt with at this time.

S.R. Appendix No.1 - No.5 and 6 plates in 2nd and 3rd strakes below sheer (s.s.) from aft indented - not examined or dealt with at this time.

