

Rpt. 8

Port SHIMONOSEKI

No. 665

25 APR 1957

Date of writing Report 8th March, 1957. When handed in at Local Office

Received London

Survey held at Kasado

No. of Visits 12

First Date 21-Jan., 1957.

Last Date 22nd Feb. 1957.

# 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.

68374

on the ~~Steel~~ <sup>S.S.</sup> ~~XXS~~ <sup>XXS</sup>

"LUCAS TRADER"

Tons gross 5343

Built at Sld.

By Whom W. Pickersgill & Sons Ltd.

When 1914 6

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 Both Name of Dock Kasado Dry Dock

Date of last exam. in Drydock 14th Feb., 57.

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

Last Report: No. 627 Port SSK To be filled in at Head Office.

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		Machinery
Date of Special and of Drydocking Surveys, etc.		
BS*		MBS*
SS Pir	11,51	Eng. 8,51
Dkg -	1,56	Boiler 1,56
		Tailshaft CL 2,55
		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 5 ft 7 1/4 ins

Damage Reports attached.

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE, SPECIAL SURVEY TYPE "D" due 1,57 (Ship 42 1/2 years old) OIL FUEL CONVERSION, LOAD LINE RENEWAL, SAFETY EQUIPMENT and RADIO TELEGRAPHY SURVEYS.

DAMAGE (1) - stated to have been sustained by ranging against lighter barges whilst loading at Taku Bar on 19th May, 1956 and also to heavy weather during voyage Taku Bar to Makiyama, Japan between 19th and 24th May, 1956.

DAMAGE (2) - stated to have been sustained by heavy weather during ballast passage Mutsure, Japan to Taku Bar between 5th and 11th December, 1956.

DAMAGE (3) - stated to have been sustained by grounding in Hsinkang Channel on 31st December, 1956 whilst on loaded passage Hsinkang to Negata, Japan - also damage stated caused by refloating operations.

NOW DONE:-

DAMAGE (1):- Damage on shell (port & starboard) within midship half length - all plates numbered from forward.

Shell plating indented between frames with frames in way slightly distorted now dealt with as follows:-

Renewed:- H.10; J.7,8 & 10; K.8,9 & 10 all port side.

J.14, K.5,6,7,8,14,15 & 16 all starboard side.

Frames in way and seam edges of adjacent strakes (port & starb'd) - faired in place.

Shell hose tested on completion and found tight.

3 ventilator cowls Boat Deck renewed and 1 repaired.

3 skylight glasses renewed.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	(1):15	(2):8	(1):-	(2):-				See Rpt. for rudder windlass and other repairs
Removed and Faired or Repaired	-	-	-	-				
Faired or Repaired in place	See Report							

Has a Survey also been held on machinery of the Ship?

YES, NOW.

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

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

Messrs. Wheelock Marden Managers - Hong Kong

Has Interim Certificate been issued?

Yes - 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 with fresh record of "docking 2,57" and the notation of "S.S. Kdo 2,57 (Dr)".

Peter Morrison Alex M Hopkins Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 25 JUN 1957

Minute

See Smk 975

older or



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR	Special & Load Line Renewal		SURVEY S.	
	Now Examined	Tanks	Now Examined Internally	Now Tested
Items	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	All-including cofferdams	All-excluding cofferdams
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	Yes	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	None	None
Holds	All - Yes	Oil Fuel Tanks	Yes	Yes
'Tween Decks	All - Yes	Side Tanks	} Not applicable	
Fore Peak Spaces	Yes	Wing Tanks		
After " "	Yes	Other Tanks		
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler " "	Yes	Cofferdams		
Under Engines and Boilers	Yes	Pump Rooms		
Tunnel and Well	Yes			Yes
Coal Bunkers	Yes-now dismantled			Not applicable
Chain Locker	Yes			Yes
Other Spaces				Yes
				Not applicable
				Yes
				Not applicable
				Yes

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

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes - cargo battens not fitted.

Have the bilges been cleaned out and examined? Yes

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

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes, in domestic refrigerating space.

Has a Load Line Survey been held? Yes If so, state which Renewal.

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

Have any alterations to the approved scantlings and arrangements now been effected? No 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	Good	Ceiling	Good
" " in way of side scuttles	Good	Cement	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good
Coamings and Casings	Good	Companionways and Skylights	Good
Beams and Fastenings	Good	Shell Openings	None
Frames	Good	Ash Shoots	None
Reverse Frames	Good	Overboard Discharges and Scuppers	Good
Longitudinals	None	Freeing ports	Good
Transverses	None	Steering Gear (Main and Auxiliary) examined and found	Good
Floors	Good	Windlass examined and found	Good
Keelsons	Good	Pumps " " (hand)	Good
Stringers	Good	W.T. Doors " " "	Good
Inner Bottom Plating	Good		
Bulkheads and Tunnel	Good		
		Sluice Valves examined and found	None
		Air and Sounding Pipes	Good
		Doubling Plates under Sounding Pipes	Good
		Masts and Rigging examined and found	Good
		Condition, how ascertained by exam. - Rpt 14 attached.	Good
		Chain Locker	Good
		EQUIPMENT	
		Equipment Letter "y"	
		Anchors, No. of 3B 1S	Condition Good
		Cables (State if now ranged and examined)	Yes
		" length 268 fms mean diam. 2 1/34	
		" (on board) Rule Length 270fms Size 2 3/16	
		Hawsers and Warps	Good
		State if any Anchors or Chain Cable have been supplied or retested, if so, complete Report 8(Eq) and attach.	2 lengths of 14 fms each

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

(A) Repairs to Nos. 2, 3, 4 and 5 d.b.t. top plating - all carefully examined this time and effected to Nos. 1, 2 and 5 tank tops (see above) - no repairs found necessary to tank tops Nos. 3 & 4. It is recommended this item might now be deleted.

Indented side shell plating in way No. 4 Hold (s.s.) and plating in 2nd and 3rd strakes below sheer (s.s.) - all shell blemishes dealt with at this time and it is recommended these items might now be deleted (See shell repair plan with drillings indicated attached).

(B) Nos. 5 & 6 plates in 2nd and 3rd strakes below sheer (S.S.) - No. 5 (K19) plate in 2nd strake now renewed and adjacent plates faired - this item might be deleted from list.

Survey Fee S.S. £ 186-0-0

O.F. Commission 20-0-0

Special Damage or Repair Fee (if any) 17-10-0

Special Attend. Fees 18-0-0

Travelling Expenses (if chargeable) £ 21-0-0

Date when A/c. Rendered APR 19, 1957

pt. 9a

Port of SHIMONOSEKI

Continuation of Report No. 665

dated 8th March, 1957,

Sheet 2

on the

S.S. "LUCAS TRADER"

DAMAGE (2):- Damage on shell (port & starb'd) forward in way fore and No. 1 Hold and aft end Fore Peak tank and on rudder - all shell plates numbered from forward.

Shell plating indented between frames with frames in way distorted now dealt with as follows:-

Renewed:- C2 and D2 (port side) C2, D2, E1, G2 & 3 and part G4, (starboard side).

3 frames in way port side cropped faired and refitted - remainder frames in way (port and starb'd) also adjacent seam edges faired in place.

On completion fore peak tank tested and shell hose tested and found tight.

Rudder lifted and the four lower pintle bushes renewed. Quadrant set down at after end - now lifted and levelled. Lignumvitae at top rudder stock in way quadrant renewed.

Steering gear tried on completion and found satisfactory.

DAMAGE (3):- Grounding - no damage found attributable to alleged casualty.

Refloating Operations - windlass gypsy shaft found not running smoothly and chain cable jamming also one 15 fms length chain cable fractured several links.

Windlass gypsy shaft removed ashore, alignment checked and slight deflection faired.

The 15 fms length chain cable sent to cable makers at Himeji for repair and retest,

after repairs cable examined and found satisfactory but on proof test cable broke

20% under Rule requirements and was condemned. Owner obtained new length 14 fms

length which was placed on board (See Rpt. 8 (EQ) attached).

Windlass tried on completion of repairs and found satisfactory.

Damage Reports LA-37964, LA-37965, LA-37966 and D-38562 attached.

REPAIRS WEAR AND TEAR:- All shell plates numbered from forward.

Renewed:- G.22, H21, J.14, 15 and 21; K.15, 18 & 19; L.2 all port side.

F.18 (port); H.3, 4 & 10; J.20 & 21; K.19 & 21 all starb'd side.

Doubled:- K.2 part doubled (port side), C1; D.1; and G.1 (starb'd side).

Main frames and adjacent seam edges in way of above - faired in place.

Tank Top:- No. 2 tank top - 3 plates renewed, 1 plate doubled.

No. 1 tank top - 2 plates doubled aft end in way bulkhead brackets.

No. 5 tank top - 2 plates doubled starb'd side abreast tunnel.

12 Margin brackets fore end No. 2 Hold renewed 3 (port) 9 (starboard).

Air and sounding pipes to all double bottom tanks cropped and part renewed.

Upper Deck:- 4 deck plates renewed inside Bridge space.

Stringer plate doubled (port & starb'd) immediately aft Forecastle front bulk-

head and at fore and aft end Bridge bulkhead. Doubling fitted (p. & s.) on "C"

strake at Bridge front bulkhead at foot of ladder.

Bridge Deck:- 1 plate renewed, abreast galley (starb'd side).

Forecastle front bulkhead cropped full width and new 15" coaming plate fitted.

Aft bulkhead chain locker - 24 doubler fitted full width at bottom.

Horizontal stiffeners (port & starb'd) of Hatches Nos. 2 & 4 renewed.

All hatch coamings and shifting beams faired as necessary.

Rigging examined and dealt with as per Report 14 attached.

Anchors and cables ranged and gauged. One length 15 fms chain cable found on deck

with several links fractured. Master stated this length was placed on deck about

six months previous. On gauging this length was found undersize and condemned.

Owner obtained a new length 14 fms length and this has now been fitted (See Rpt 8 (EQ)

attached).

Also sundry minor repairs effected.

(See Continuation Sheet No. 3)

S.S. "LUCAS TRADER"

OIL FUEL CONVERSION:- The ship was converted at this time for oil fuel and new settling tanks 2 in No. each with capacity of 20 tons were fitted in old coal bunkers (port and starb'd). The plating of the coal bunkers was cut away at this time but corner angles and part plating was retained to act as pillaring. Settling tanks were tested and found tight.

*independent of ship structure*

The bunker hatchways on Bridge deck (port & starb'd) have now been removed and deck plated over.

Oil fuel may now be carried in double bottom tanks Nos. 1, 2 and 5 and in settling tanks. New ceiling was fitted in way tanks Nos. 1, 2 and 5.

Air pipes to oil fuel tanks have now been fitted with gauge diaphragms.

No cofferdam was fitted between double bottoms 2 and 3 as Owner stated it was their intention to retain No. 3 double bottom as a dry tank.

Fire appliances have been provided in Machinery spaces to comply with Rules for Oil Fuel Burning.

The requirements of Section 20 of Rules have been complied with where applicable.

LOAD LINE:- A load line renewal survey was carried out concurrently with the foregoing and Report C12(a) and Form C11(c) were forwarded to London on 25/1/57. The new load line certificates have now been placed on board. A C11(contd) covering alteration of bunker hatches was placed on board and copy is attached herewith.

SAFETY EQUIPMENT AND RADIO TELEGRAPHY:- These surveys were carried out at this time on behalf of the Hong Kong Government. Copy of Report 10 (SE1-38363) issued pending official certificates from Hong Kong attached herewith.

Interim Certificate No. B-5421 issued - copy attached.

NOTE:- Shell plates C1; D1; and G1 (starb'd side) forward were doubled at this time as the entire fore end of Fore Peak Tank is fitted with cement weighing approx. 30 to 40 cwts.

*Ally of Hopkins*



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Foundation

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

REPORT 8 EQ

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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

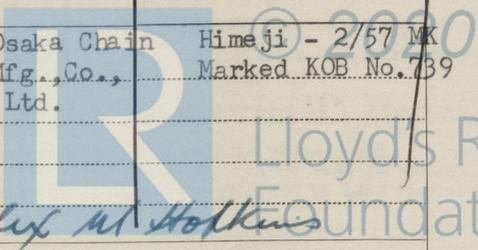
If patent, state name of Patentee.

If Stockless, state Mechanism Tests.

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, 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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
CC-38400	Fathoms. 28	Ins. 2 <sup>3</sup> / <sub>16</sub>	Tons. 86.15	Tons. 120.5	Cwts. qrs. lbs. 70.2.6.	Cwts. qrs. lbs. -	Fathoms. -	Ins. 2 <sup>3</sup> / <sub>16</sub>	Special C.S. Stud Link	Osaka Chain Mfg., Co., Ltd.	Himeji - 2/57 MK Marked KOB No. 739		
Iron Stream Chain } or Steel Wire }													


  
 Alex M. Hopkins

THE SURVEYORS ARE REQUESTED NOT TO

LUCAS TRADER  
 KOBÉ N<sup>o</sup> 4520

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"LUCAS TRADER" - ~~Upper~~ Deck Drilling in Millimeters (Cont'd.)

Bridge Deck						Forecastle Deck						Poop Deck		
Drillings take at Frs. 108/109			Drillings taken At frs. 85/86			Drillings taken at Frs. 63/64			Drillings taken at Frs. 158/159			Drillings taken at Frs. 14/15		
Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.
13	11 <sup>5</sup>	1 <sup>5</sup>	13	12	1	13	11	2	8.5	8	0 <sup>5</sup>	10	8 <sup>5</sup>	1 <sup>5</sup>
-	-	-	-	-	-	-	-	-	6.25	6	0 <sup>25</sup>	-	-	-
11.5	11	0 <sup>5</sup>	11.5	11 <sup>5</sup>	-	11.5	10 <sup>5</sup>	1	6.25	6	0 <sup>25</sup>	10	9	1
7.5	7	0 <sup>5</sup>	15.5	17	0 <sup>5</sup>	11.5	11	0 <sup>5</sup>	6.25	6	0 <sup>25</sup>	10	9	1
7.5	7 <sup>5</sup>	-	Engine			11.5	11	0 <sup>5</sup>	6.25	5 <sup>5</sup>	0 <sup>75</sup>	10	8	2
7.5	7	0 <sup>5</sup>	Casing			11.5	10 <sup>5</sup>	1	-	-	-	10	8 <sup>5</sup>	1 <sup>5</sup>
7.5	7	0 <sup>5</sup>				11.5	10 <sup>5</sup>	1	6.25	6	0 <sup>25</sup>	10	8 <sup>5</sup>	1 <sup>5</sup>
7.5	7 <sup>5</sup>	-	17.5	16 <sup>5</sup>	1	11.5	11	0 <sup>5</sup>	6.25	6	0 <sup>25</sup>	10	8	2
11.5	11		11.5	11	0 <sup>5</sup>	11.5	11 <sup>5</sup>	-	6.25	5 <sup>5</sup>	0 <sup>75</sup>	10	9	1
-	-	-	-	-	-	-	-	-	6.25	6	0 <sup>25</sup>	-	-	-
13	12	1	13	11 <sup>5</sup>	1 <sup>5</sup>	13	11 <sup>5</sup>	1 <sup>5</sup>	8.5	8	0 <sup>5</sup>	10	9	1

"LUCAS TRADER" - Tank Top Drillings.

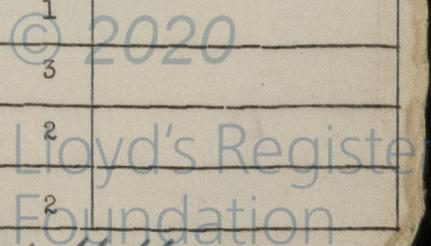
Tank Top																										
Drillings at Fr.153/154			Drillings at Frs.135/136			Drillings at Frs. 131/132			Drillings at Frs. 119/120			Drillings at Frs. 109/110			Drillings at Frs. 92/93			Drillings At Frs. 59/60			Drillings At Frs. 41/42			Drillings At Frs. 29/30		
O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.	O.	D.	Dim.
← No.1 Tank Top						No.2 Tank Top						No.5 Tank Top						No.6 Tank Top →								
11	10	1	11	7	4	11	9 <sup>5</sup>	1 <sup>5</sup>	11	9	2	11	19	2	11	10	1	11	8	3	11	9	2	11	11	-
8	-	-	8	-	-	8 <sup>5</sup>	9	-	9	9	-	9 <sup>5</sup>	8	1 <sup>5</sup>	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	9	0 <sup>5</sup>	9	-	-	8	-	-
8	-	-	8	6	2	8 <sup>5</sup>	9	-	9	11 <sup>5</sup>	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	10	-	9	7	2	8	-	-
8	7 <sup>5</sup>	0 <sup>5</sup>	8	7	1	8 <sup>5</sup>	8	0 <sup>5</sup>	9	9	-	9 <sup>5</sup>	8	1 <sup>5</sup>	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	5	4 <sup>5</sup>	9	10	-	8	8	-
8	10	-	8	7 <sup>5</sup>	0 <sup>5</sup>	8 <sup>5</sup>	7	1 <sup>5</sup>	9	9	-	9 <sup>5</sup>	8	1 <sup>5</sup>	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	5	4 <sup>5</sup>	9	10	-	8	10	-
9 <sup>5</sup>	9	0 <sup>5</sup>	10	8	2	10 <sup>5</sup>	9	1 <sup>5</sup>	11 <sup>5</sup>	10	1 <sup>5</sup>	12	11	1	12	9	3	11 <sup>5</sup>	10	1 <sup>5</sup>	10	9	1	9 <sup>5</sup>	9	0 <sup>5</sup>
8	11	-	8	8	-	8 <sup>5</sup>	10	-	9	10	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	11	-	9	8	1	8	10	-
8	8	-	8	8	-	8 <sup>5</sup>	9	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	10	-	9	10	-	8	8	-
8	-	-	8	6 <sup>5</sup>	1 <sup>5</sup>	8 <sup>5</sup>	6	2 <sup>5</sup>	9	9	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	9	0 <sup>5</sup>	9 <sup>5</sup>	9	0 <sup>5</sup>	9	9	-	8	-	-
8	-	-	8	-	-	8 <sup>5</sup>	9	-	9	10	-	9 <sup>5</sup>	10	-	9 <sup>5</sup>	9 <sup>5</sup>	-	9 <sup>5</sup>	10	-	9	-	-	8	-	-
11	10	1	11	9	2	11	9	2	11	9	2	11	9	2	11	9	2	11	10	1	11	9	2	11	10	1

"LUCAS TRADER" - Bulkhead Drillings (Bottom 3 Strakes only)

	Bulkhead Fr.39			Bulkhead Fr.70			Bulkhead Fr.92			Bulkhead Fr.135			Remarks
	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	Orig.	Drill.	Dim.	
(P)	9.5	6.5	3	9.5	9	0 <sup>5</sup>	9.5	9	0 <sup>5</sup>	9.5	7.5	2	
(S)	9.5	8.5	1	9.5	10	-	9.5	10	-	9.5	9	0 <sup>5</sup>	
(P)	9.5	9	0 <sup>5</sup>	9.5	9.5	-	9.5	9.5	-	9.5	9	0 <sup>5</sup>	
(S)	9.5	10	-	9.5	11	-	9.5	11	-	9.5	9	0 <sup>5</sup>	
)	9	6.5	2 <sup>5</sup>	9	9	-	9	9	-	9	8	1	
(S)	9	7	2	9	9	-	9	9	-	9	6	3	
(P)	7.5	5.5	2	7.5	8	-	7.5	8	-	7.5	5.5	2	
(S)	7.5	8	-	7.5	7	0 <sup>5</sup>	7.5	7	0 <sup>5</sup>	7.5	5.5	2	

00525/6

Alex M Hopkins



"LUCAS TRADER" - Shell Drillings in Millimetres.

	Amidships										Forward					Aft					Remarks	
	At Frs. 104/5					At Frs. 69/70					At Frs. 163/164					At Frs. 11/12						
	Orig	P	S	Dimn.		Orig	P	S	Dimn.		Orig	P	S	Dimn.		Orig	P	S	Dimn.			
cle eer "N"	13	14	14	-	-	13	12	16	1	-	9.5	8	8.5	1.5	1	9	8	9	1	-	In addition to renewals shown thus $\bigcirc$ the following plates are also being renewed.	
"M"	13	13	13.5	-	-	13	13	13	-	-	9.5	8.5	8.5	1	1	9	8.5	11	0.5	-		
"S"	13	13	13	-	-	13	12	11	-	-	11.5	13	11	-	0.5	12	14	10	-	2		
"L"	15.5	13.5	13.5	2	2	15.5	14	15	1.5	0.5	11.5	$\bigcirc$ 8	11.5	3.5	-	12	13	11.5	-	0.5		PS-J-7,8,10,14,15, K-8,10,15,18,19,
"K"	15.5	$\bigcirc$ 9	13	2.5	1.5	15.5	12	$\bigcirc$ 14	3.5	1.5	11.5	$\bigcirc$ 10	11	1.5	0.5	12	10	$\bigcirc$ 9	2	3		
"J"	15.5	13	12	2.5	3.5	15.5	14	15	1.5	0.5	11.5	10	7/10	1.5	4.5	12	$\bigcirc$ 8	$\bigcirc$ 11	4	1		SS-G-3,4,H-3,4(part)
"H"	15.5	$\bigcirc$ 8.5	$\bigcirc$ 9	7	6	15.5	12	13	3.5	2.5	11.5	10	10	1.5	1.5	12	$\bigcirc$ 6	9	6	3		J-14,20,K-5,6,7,8 15,16 & 19
"G"	16	16	16	-	-	16	12	13	4	3	11.5	9	$\bigcirc$ 8	2.5	3.5	12	$\bigcirc$ 7	14	5	-		
"F"	16	14	15	2	1	16	15	15	1	1	Stealer											The following plates are being doubled (All starb'd side)
"E"	16	15	14	1	2	16	15	14	1	2	12.5	10.5	$\bigcirc$ 7	2	5	12.5	11.5	12	1	0.5		
"D"	15.5	14	13	1.5	2.5	15.5	15	14	0.5	1.5	12.5	$\bigcirc$ 8	$\bigcirc$ 9.5	4.5	3	12.5					C-1; D-1; G-1	
"C"	15.5	15	15	0.5	0.5	15.5	13	14	2.5	1.5	12.5	$\bigcirc$ 11	$\bigcirc$ 9.5	1.5	3	12.5						Not drilled cement good
"B"	15.5	15	15	0.5	0.5	15.5	15	15	0.5	0.5	15					12.5						
"A"	25	25	-	-	-	25	25	-	-	-	20					20						

"LUCAS TRADER" - Upper Deck Drillings in Millimetres.

Upper Deck																		Remarks
Drillings taken at Frs. 153/155			Drillings taken at Frs. 136/138			Drillings taken at Frs. 114/115			Drillings taken at Frs. 59/60			Drillings taken at Frs. 37/39			Drillings taken at Frs. 17/19			
Orig	Drill	Dim	Orig	Drill	Dim	Orig	Drill	Dim	Orig	Drill	Dim	Orig	Drill	Dim	Orig	Drill	Dim	
14.5	$\bigcirc$ 6x	8.5	17.5	14	3.5	19	$\bigcirc$ 13	$\bigcirc$ 6	19	$\bigcirc$ 13	$\bigcirc$ 6	17	13	4	12.5	$\bigcirc$ 9	3.5	x Plate immediately aft drilled and reads 12.5P and 13.5 S
11.5	9	2.5	12.5	11	1.5	12.5	$\bigcirc$ 6	6.5	12.5	9	3.5	12.5	10	2.5	11.5	10	1.5	
16	14.5	1.5	12.5	12	0.5	22.5	20.5	2	22.5	20	2.5	12.5	$\bigcirc$ 8.5	4	11.5	9	2.5	D - due to joggled plating difficulty in renewing odd plates would have resulted and they have been doubled.
8	7	1	9.5	9	0.5	11.5	9	2.5	11.5	8.5	3	11.5	Doubled	6	9.5	9.5	1	
8	7.5	0.5	9.5	$\bigcirc$ 7	2.5	11.5	9.5	2	11.5	8.5	3	9.5	$\bigcirc$ 7	2.5	9.5	9.5	-	
8	7.5	0.5	9.5	$\bigcirc$ 7	2.5	11.5	9	2.5	11.5	Doubled	-	11.5	Doubled	-	9.5	8	1.5	
16	14	2	12.5	11	1.5	22.5	21	1.5	22.5	20	2.5	12.5	11	1.5	11.5	9	2.5	* drillings immediately forward were 11.5mm P and 11mm S.
11.5	9.5	2	12.5	11	1.5	12.5	$\bigcirc$ 7	5.5	12.5	9.5	3	12.5	11	1.5	11.5	9.5	2	
14.5	$\bigcirc$ 7x	7.5	17.5	17	0.5	19	13	$\bigcirc$ 6	19	$\bigcirc$ 13	$\bigcirc$ 6	17	13	4	12.5	$\bigcirc$ 9	3.5	