

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report April 30th 1941 When handed in at Local Office 23/5/1941 Port of Manchester  
No. in Reg. Book. Survey held at Manchester Date, First Survey 6th 1940 Last Survey April 20th 1941  
(No. of Visits 43)

78552 on the Wood, Iron or Steel M.V. LUCERNA

TONNAGE: Built at Newcastle By whom Palmers Co Ltd When 1930 MONTH 8  
GROSS 6556 Owners Lumina S.S. Co Ltd Owners' Address  
UNDER DK. 6108 Managers H. E. Moss & Co. Port belonging to Liverpool  
NET 3928 Nº 3 D.D. & Safford

Surveyed Afloat or in Dry Dock? Both Name of Dock Quay, Manchester Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 62763 Port Manchester glb

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.	Years Assigned expired.	Machinery and Boiler Survey (including date of N.B. in any).
<u>+100 A1</u>		<u>+LMC</u>
<u>7,40</u>		<u>CS 5,39</u> <u>6,38</u>
		<u>DBS 4,40</u>
<u>S.S. Shl. Nº 2-38</u>		<u>CL N 6,38</u> <u>K</u>
Carrying petroleum in bulk Society's Freeboard (if assigned) as <u>6</u> ft. <u>13</u> ins. painted on Ship and now verified <u>A.F.S.</u> <u>Underwritten</u> <u>Surveyors</u>		

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 Yes

Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated due to (1) enemy action (submarine) in the N. Atlantic on Aug 2nd 1940.  
(2) Contact with M.V. Pacific Skipper at Manchester on Sep 18th 1940. (For further particulars see office log books)

How done. Damage Repairs The vessel had been struck on the Port side in the region of Nº 4, 5, & 6 main cargo tanks & midships pump room. The centre line bulkhead has been extensively damaged & the shell on the Starboard side was also extensively affected. The following repairs were carried out:—

Shell 39 shell plates cut off & renewed, 3 shell plates removed, faired & refitted  
11 shell plates faired in place. A detailed list of the shell repairs is forwarded with this report.

Upper Deck 6 plates renewed, one crooked & part renewed; 2 plates faired in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	39	77	34	9	11	
Removed and Faired or Repaired	3	8	✓	2		
Faired or Repaired in place	13	18	8	5		

## PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Dblng. Plates under Sounding Pipes <u>✓</u>	(State if on Felt.) <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	When put on, Month <u>✓</u>
Beams & Fastenings <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which.) <u>See report</u>	Oil Bunkers <u>Good</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>None</u>	Rudder <u>See report</u>	Scuppers <u>"</u>	Condition, how ascertained <u>From deck</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>"</u>	(State if wedges removed) <u>✓</u>
Transoms <u>✓</u>	Windlass <u>"</u>	Hatches <u>✓</u>	Sails <u>✓</u>
Frames <u>Good</u>	Have pumps now been examined and found efficient? <u>No</u>	Planking of Wood Vessels <u>✓</u>	Equipment letter <u>✓</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Caulking ditto <u>✓</u>	Anchors, No. of <u>3 B-1 S</u>
Longitudinals <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>No</u>	Treenails ditto <u>✓</u>	Chain Locker <u>Good</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>✓</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>"</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	" length (on board) mean diam. <u>✓</u>
Keelsons <u>"</u>		Timbers of Frame at openings ditto <u>✓</u>	" Rule length size <u>✓</u>
Stringers <u>"</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>Sufficient</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shells ditto <u>✓</u>	Standing and Running Rigging <u>Efficient</u>
		Salting (State if examined.) ditto <u>✓</u>	

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notation of "No. 1-24."

This vessel, so far as was seen, is in efficient condition & eligible in our opinion to remain as now classed in the Register Book with fresh record of survey H, H1 subject to permanent repairs being effected to shell plates E 5 (S.S.) from aft & H 4 (P) from forward at owners convenience.

Survey Fee (per Section 20) £ 63. 0. 0  
Special Damage & Repair Fee (per Sec. 20) £ 63. 0. 0  
Travelling Expenses (if chargeable) £ 0  
Second Surveyor's Fee (if any) £ 0

Fees applied for, 23/5/1941 HSN

Received by me, Harry S. Norton & T. W. Mellett

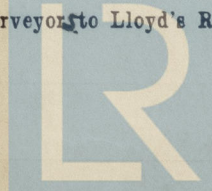
Surveyors to Lloyd's Register of Shipping.

Committee's Minute 1000

Character Assigned 511,40

FRI. 13 JUN 1941

1000 subject Carries pet. in bulk  
DBS 4,41 CS  
4,41



Lloyd's Register  
Foundation

004116-004124-0086 1/2



Has done. Channel stiffeners fitted on deck (as temporary repairs)  
 not removed, & doubling plates fitted in way of

### Internal repairs

#### Centre Line Bulkhead.

Bottom Strake: Two plates renewed & two plates fayed in place.

1st strake above: Two plates renewed & two plates fayed in place.

2nd " above: Two plates renewed & two plates fayed in place.

3rd " above: One plate renewed & two fayed in place.

4th " above: Two plates renewed.

No 4 Tank (Star) No 60 bottom transverse fayed in place & 2 stiffeners fitted as  
 compensations. 13 bulkhead brackets to centre line bulkhead at No 61 bulkheads  
 removed fayed & refitted. Lower portion of boundary angle cropped, & part renewed.

No 4 Tank (Port) No 58 (O.T. bulkhead): Bottom strake & 1st strake above fayed in place.

7 horizontal stiffeners fayed in place. Four brackets to  $\frac{1}{2}$  bulkhead  
 fayed in place. 11 brackets to shell cut off & renewed, & 3 shell  
 brackets removed, fayed & refitted. 4 brackets to 2nd deck longitudinals renewed.

Plating of two vertical webs fayed in place.

No 59 Transverse: Bottom transverse including face angle & shell connections  
 renewed complete. 9 stiffeners on bottom transverse renewed.

Side Transverse (shell) Web plate, face bar, <sup>9 stiffeners</sup> & 8 shell connecting angles cut off & renewed.

Side Transverse ( $\frac{1}{2}$ ) Web plate & face bar - cropped & part renewed. 5 stiffeners renewed.

2nd deck Transverse Web plate, face angle, & 4 connection angles renewed.

Trunk side web fayed in place.

No 60 Transverse. Bottom transverse web plate, face angle, 12 shell connection  
 angles & 9 stiffeners renewed.

Side transverse (shell) Web plate, face bar, 8 shell connection angles, & 9 stiffeners renewed.

Side transverse ( $\frac{1}{2}$ ) Web & face bar removed, fayed & refitted. Also 12 stiffeners.

2nd deck transverse Web plate, face angle & 4 connection angles renewed.

Trunk side web removed, fayed & refitted.

Shell longitudinals Nos 3 to 21 (inclusive) - cut off & renewed.

No 61 (O.T. bulkhead) Bottom strake & 1st, 2nd, 3rd, 4th strakes above renewed.

5th strake above cropped & part renewed, & remainder fayed in place.

Nos 1 to 10 (inclusive) horizontal B.D. stiffeners cut off & renewed.

17 brackets to shell longitudinals, & 13 brackets to  $\frac{1}{2}$  bulkhead longitudinals renewed.

2nd deck longitudinals Nos 1 to 4 renewed together with brackets to same.

Trunk side longitudinals Nos 2 & 3 - cropped & part renewed. Brackets to same renewed.

Vertical webs (2) on No 61 bulkhead renewed completely.

$\frac{1}{2}$  bulkhead longitudinals Nos 22, 23 & 3 cropped & part renewed.

Nos 1, 2, 4 to 11 (inclusive) fayed in place.

No 3 Tank (Port). Shell longitudinals. Nos 9, 10, 14 & 19 fayed in place.

Two brackets to shell longitudinals renewed, one removed, fayed & refitted  
 & four fayed in place.

Pumps Room No 61 (O.T. Bulkhead) 19 bulkhead brackets to shell longitudinals (P)  
 & 3 (S) renewed. 11 brackets to  $\frac{1}{2}$  bulkhead (P) renewed. Boundary bar part renewed.

Shell longitudinals Nos 3 to 7, & 9 to 21 (P) renewed.