

Rpt. 8

Port

Marseille

No. 12175

BC

Date of writing Report

16th February 1957

When handed in at Local Office

16th February 57

Received London

20 FEB 1957

Survey held at

Calque sur Mer

No. of Visits

two

First Date

6th Feb. 19 57

Last Date

24th Feb. 19 57

WRECK
SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

SECTION

No. in R.B.

58.063

on the Iron or Steel M.S.

"DORABELLA"

ex L.C.I. (L) 284

No.

299

Built at

Camden

By Whom

New York S.B. Co

When

1942

Owners

Societe Franco Badoise

Owners' address

6 Rue des Pontonniers, Strasbourg

Managers

Port of Registry

Chantiers Maritimes du Midi

Date of last exam. in Drydock

12th Feb. 57

Surveyed Afloat or in Drydock

on Slipway

Name of Dock

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

Last Report: No.

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
Date of Special and of Drydocking Surveys, etc.

Machinery

BS

Coasting Service
in Mediterranean and Adriatic
SS 1/52 Ult, Dock 2/56

MBS

11/52

M 10/54

TS p.s. 2/56

Give dates and references to any letters relating to this Report

Callegnanis 21, 25 & 26th Jan. 57 - Classm (H) lett. 25-1-57

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR

SPECIAL SURVEY (Part) carried out with a view to complete

the Special Survey (C) commenced at MALTA in December 1956.

NOW DONE:

Ship placed on Slipway: Steel, bottom plating, stern structure and Rudders
(not lifted) checked and examined.Examined: Shell side and bottom plating
Upper and second deck platingExamined internally: Chain locker and fore peak tank
Dry tanks amidships and forward hold.
After dry tanks.

— Frames, longitudinal & transverse B heads
and their stiffeners specially examined
in the above mentioned compartments
— Shell plating also upper and second
deck plating drilled

See Rpt 8(Dr)
attached hereto

CONTINUATION OVER OR SHEET 2

	Shell Plates	Frames	R Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS								
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Faird or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Faird 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

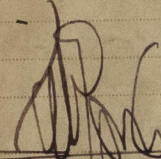
If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

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".

For the Information of the Committee.



Pierre FONDEUR

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 2 APR 1957

Note Subject
& content

Deferred for repairs (for postponement of SS)
but assign DS 2, 57,
(Algerian Coasting only meantime)

30m. 5.56



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Lloyd's Register
Foundation

004564-004572-0169 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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

Have the bilges been cleaned out and examined? none

Has steelwork had rust removed and afterwards been recoated as necessary? no

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

Has a Load Line Survey been held? yes

Have the shell and deck plating been drilled as per Rule? yes

Have any alterations to the approved scantlings and arrangements been effected? no

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

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

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Extensive renewal of bottom and side shell plating also of upper and second deck plating and of the framing at bottom in conjunction with longitudinal stiffening plates been recommended in this case.

Repairs not commenced.

Survey Fee (franchise) to 50,000

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to

REPORT *Marseilles* No. 12175SHIP'S NAME *"DORABELLA"*DATE OF DRILLING *12th February 1957*

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch millimeter.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS				FORWARD				AFT				REMARKS				
		Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any					
POSITION	Letter	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.					
Bridge Sheerstrake	✓																	
Bridge Strake below	✓																	
Sheerstrake ...	F.W.	635	530	530	105	105	625	500	500	135	135	635	450	450	185	185	Side shell plating ridented between frames port & star fore & aft	
1st Strake below					16.5%	16.5%				29%	29%				28%	28%		
2nd					12%	13.5%	635	450	500	185	235	635	450	450	185	185		
3rd										28%	31%				28%	28%		
4th		635	500	510	135	125	✓					✓						
5th		✓			21%	20%												
6th		635	500	500	135	135	✓					✓					Bottom plating/a beak corrugated	
7th					22%	22%												
8th	Bottom	E.W.	635	500	500	135	135	635	300	300	235	235	635	500	500	135	135	1 to 3 in between for a length of approx 60ft amidships
9th		I.				29%	29%				31%	31%				29%	29%	
10th		(K)	635	500	500	135	135											
11th	✓				20%	22%												
12th	✓																	

THICKNESSES OF SHELL PLATING IN WAY OF *FRAMES & BEAMS* IN WAY OF *DRY D.B. CARGO TANKS* AMIDSHIPS (See sketch)

STRAKE	POSITION	Letter	Dry FORWARD TANK				WATER TANK				REMARKS	
			Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any		
				Port	Stbd.			Port	Stbd.			Port
Bridge Sheerstrake		(A)	476	150	250	426	226					
Bridge Strake below Sheerstrake						40%	48%					
1st Strake below		(B)	476	250	226	176						
2nd		(C)				48%	37%					
3rd		(D)										
4th		(E)	476	300	300	176	176					
5th		(F)				37%	37%					
6th		(G)										
7th		(H)	476	300	220	176	176					
8th		(I)				37%	37%					
9th		(J)										
10th		(K)	476	350	350	85	85					
11th		(L)				13%						
12th		(M)										

So far as ascertained by previous the condition of the materials in W.B. - D.B. Tanks is similar.

Center line Bulkhead buckled in way of heavy bottom corner

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE		FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Stringer Plate	Upper	635	450	450	185	185	635	450	450	185	185	} Deck indented fore aft and p.d.		
1st Strake Inboard	DK	476	✓		24%	24%	476	✓		24%	24%			
2nd "	(Inboard)	476	300	350	176	196	476	370	300	106	176			
3rd "	"				37%	26%				32%	37%			
4th "	"	476	150	250	326	226	476	150	300	326	176			
5th "	" DK	476	✓		68%	47%	476	✓		68%	57%	} Deck milled and painted (transversally) in forward hold.		
6th "	(Transverse)	476	✓				476	✓						

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

3m. 5.5m. T.

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