

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 20 JUL 1946

State if Report has been sent on the Freeboard of the Vessel Yes.

State if Report is sent on the Machinery of the Vessel Yes.

Date of completion of report 15th. July, 1946. Port of CARDIFF. No. 55651.

Survey held at CARDIFF. Date First Survey 4th. June/46 Last Survey 15th. July, 1946

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) Single-Screw Motor Vessel "LUCIA 2" Machinery Aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections Poop, Forecastle & Trunk.

TONNAGE under Tonnage Deck... 236 CLASS 100A1 (State if with freeboard as condition of Class) Built at Haverton Hill-on-Tees.

Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern } L 140.62

Total Breadth (greatest moulded) } B 27.00

Gross Tonnage 402. Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1d) } D 11.00

Register Tonnage 212. 1st Longitudinal Number (L x D) = 1547

2nd Numeral L x (B + D) = 5344

TERED DIMENSIONS. Framing Depth "d," at middle of length. See 8.5 uncorrected

141.7 Proportions—Depth to Length—Uppermost continuous deck to top of keel } 12.78

27.1 Do. Long Bridge to top of keel } 10.03

8.5 Draught Moulded Drydock and Afloat.

Builders Furness Shipbuilding Co., Ltd. Compania De Navegacion Lucia

Owners Managers

Residence

Port of Registry Panama City.

If surveyed while building, afloat, or in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	20" ✓		Bracket Floors, Frame		
" from $\frac{1}{2}$ length amidships to Collision bulkhead	20" & 21" ✓		" Reversed Frame		
" in peaks	21" ✓		" Vertical Struts		
AMIDSHIPS, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	6 3 .23 ✓		Centre Girder, depth and thickness amidships		
" Extends up to	Upper dk. ✓		" top Angles		
Frame Amidships, Angle			" bottom Angles		
" Extends up to			Side Girders, No. each side and thickness		
of Framing Girder	6 ✓		Margin Plate depth (excl. of flange) and thickness		
in Uppermost Continuous 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$			" Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
Second 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$			" Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
Third " "			" Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	6 3 .23 ✓		" Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
in Peaks, Angle $\frac{1}{2}$ or $\frac{3}{4}$	4 2 $\frac{1}{2}$ 5/16 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
er and Spacing of Rivets through Frame and Shell Plating amidships	5/8 4 $\frac{1}{2}$ P ✓		TANK BOTTOM PLATING.		
Frame Joggled	YES ✓		Breadth and thickness of Middle Line Strake	not drilled	
scantlings and arrangements in the Area in accordance with the Rules as approved?	6 3 $\frac{3}{8}$ angle ✓		Thickness of remainder in Holds	" 3/8 ✓	
scantlings and arrangements in way Bottom Forward in accordance with Rules and/or as approved?	Cement over top of longs as per ballast		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
BOTTOM, Long Framing.			BEAMS. (Longitudinal)		
Depth and thickness at midline in Holds	30" ✓ 5/16		Uppermost Continuous Deck, amidships in Wells, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	5 3 $\frac{3}{8}$ ✓	
Height of Brackets at side above base line at toe of frame	46" ✓		Transverses, in way of Bridge, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	12 1/2 x 3/16 5/16 spaced 6'-8" ✓	
Line Keelson, on Floors, Angles, $\frac{1}{2}$ or $\frac{3}{4}$			Trunk Top & Longitudinal	27" ✓	
" Through Plate, or Interstitial Plate	Through plate		Second Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	4 3 .26 ✓	
" Foundation Plate on Floors	Bottom of centre tanks		Spacing	27" ✓	
" Flat Plate Keel Angles			Hatch and form transverses 6'-3" apt.		
shell longs. Angles	6 3 1/2 1/2 ✓		Third Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$		
Spacing	27" ✓		Spacing		
Cargo tanks bottom longs	6 1/2 ✓		Fourth Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$		
Spacing	27" ✓		Spacing	4'-2 1/2" 28 ✓	
DOUBLE BOTTOM.			(Transverse) Encased casing not removed.		
Solid Floors, thickness and spacing			Poop Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	5 ✓	
" Are Frame and Reversed Frame joggled			Spacing	21" ✓	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$		
" breadth and thickness at margin plate			Spacing	21" ✓	
			(Transverse) Forecastle Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	4 2 1/2 5/16 ✓	
			Spacing	21" ✓	

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SHIP'S PARTICULARS. STEEL SHEET PILLARS AND DECKS. INCHES IN SHIP. Any Departure from Approved Plans to be Noted. PILLARS, No. of Rows. in 'tween Decks, Size and Spacing. Centre Line Bulkhead. Stringers and Decks. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells. Angle in Wells. Thickness of Plating abreast Deck openings in way of Wells. Thickness of Plating abreast Deck openings in way of Bridge. Thickness of Plating within line of openings. If Sheathed, material and thickness. Second Deck. Stringer Plate, breadth and thickness in Wells. SHELL PLATING. SCANTLINGS. STRAKES. AS IN VESSEL. ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. Edges. Rivets. BUTTS. STRAPPED OR LAPPED. FLAT PLATE KEEL. DBLG. (if any). BOTTOM PLATING, No. of Strakes. BILGE PLATING, No. of Strakes. SIDE PLATING, No. of Strakes. UPPER DECK, Sheer-strake in Wells. UPPER DECK, Sheer-strake in Bridge. STRAKE BELOW SHEER-strake in Wells. STRAKE BELOW SHEER-strake in Bridge. POOP SIDE PLATING. BRIDGE SIDE PLATING. FORECASTLE SIDE PLATING. WATERTIGHT BULKHEADS. Total No. of W.T. BULKHEADS in Vessel. Extending to Upper Deck (Sec. 3 c). Deck next below. As per Rule. STIFFENERS. VERTICAL WEBS. HORIZONTAL. MIDSHIP BULKHEAD, Uppermost deck. Centreline Longitudinal Bulkhead. Wing long bulkheads. COLLISION. AFTER PEAK. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Has the Steel been tested as required by the Rules?

EQUIPMENT No. 5923. LETTER f. ANCHORS, 2-1. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 53. Description of Anchor. Makers. 56668 1st Bower 9 2 0 Stockless 11 11 1 0 9 Quick grip C.S. head. Cradley Heath. 56669 2nd 8 3 22 -do- 11 2 2 0 9 -do- -do- 56746 Stream 3 0 10 3 11 5 12 0 21 3 (35) Ord. Forged W.I. Cradley Heath. CHAIN CABLES. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size per Table 53. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 53. 67761 32 1 18 27 45.1.5 34 165 1 Stud Henry Reese Cradley Heath. 67802 32 1 18 27 45.2.14 Cradley Heath. HAWSERS AND WARPS. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 53. 45 2 13 45 2 13. Steering Gear, Type (Power or hand) Hand. Alternative Means of Steering Spare tiller and hand tackle. Steering Chains (Size and Test) None. Windlass Hand or messenger chain. 1 wood @ 19.0 x 6.75 x 2.5 - 19 persons. 19.0 x 6.8 x 2.6 - 19 persons. Ceiling in Holds, thickness and material None. Cargo Battens, thickness, material and spacing None. Cargo Hatchways. (Upper Deck) Thickness of Hatches Steel 1/2 thick (See H. 1/2). Size of Hatchways No. 1 (Fwd.) 15' x 6' 8". No. 2 15' x 6' 8". No. 3 15' x 6' 3". No. 4 15' x 6' 3". each with 4" dia. access hatch on top. Number of Shifting Beams and/or Fore and Afters None. Builder's Signature. PARTICULARS OF ELECTRIC WELDING. GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Motor ship. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo oil tanker. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation). See Secretary's letter dated 31st May, 1946 and subsequent correspondence. The scantlings in so far as they could readily be ascertained are as shown. The freeboards assigned have been marked on the vessel's sides, verified and cut in. All tanks have been tested with satisfactory results except A-peak and O-1 fuel bunkers. The windlass, pumps and steering gear have been examined under working conditions and found satisfactory. PARTICULARS FOR RECORD IN THE REGISTER BOOK. The amount of Entry Fee. Fees applied for. Special Survey Fee. Received by me. Travelling Expenses, if any. I am of opinion the Vessel should be Classed 100A1. Carrying Petroleum in Bulk for Service to the Mediterranean and North African Coasting Service to Dakar. State whether the Vessel has been built under Special Survey. Certificate to be sent to CARDIFF. Date of issue 19/11/46. Committee's Minute. Character assigned. Carrying petroleum in bulk for service to the Mediterranean and North African Coasting Service to Dakar. (Classification contemplated) 7.46 Cff Examined 7.46 LMC 7.46 RPEng 56.46 (OG). © 2020 Lloyd's Register Foundation.

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GENERAL REMARKS (The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

ANCHORS

CHAIN CABLES

HAWKERS AND WARPS

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and Butts of horizontal and transverse bulkheads, butt welded. Butts of trunk top and trunk sides butt welded.

SPECIAL NOTATIONS: Either as part of the vessel's class or for record in the Register Book. Carrying petroleum in bulk for service in the Mediterranean & North African Coasting service to Dakar. Longitudinal framing at bottom and at deck.

PARTICULARS OF DROP TEST OF Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.0 ft., Trunk 82.0 ft., Forecastle 15.75 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. -- Signal Letters -- Extreme Breadth over Belting No belting Over-all Length 147.75 ft. (Circ. 1611) (Circ. 1708)

No. and Material of Decks One deck Steel.

Parts of Bottom of Vessel coated with cement or approved composition None - Cement washed clear of machinery spaces.

PARTICULARS OF COMPOSITION (if fitted) and of approval Composition On accommodation floor, in and on poop.

PARTICULARS OF WATER BALLAST: (Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	13.92	25.7
Double bottom, under Engines and Boilers,			After peak tank,	12.25	24.0
Double bottom, if under Engines only,			Deep tank, at sides & under No. 3 cargo tank,	20.0	66.0
Double bottom, if under Boilers only,			Deep tank, forward cofferdam (btwn fore peak & No. 1 tank,	15.5	16.8
Double bottom, forward,			Other tanks, if fitted after CD (btwn No. 4 tank & No. 5 tank,	1.75	13.0
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. _____

Date _____

Dates of Surveys held while building _____

Total No. of Visits _____