

Rpt. 8

Port of Stockholm

No. 12781

Date of writing Report 27/9 1960.

When handed in at Local Office

Received London

Survey held at Stockholm

No. of Visits 40

First Date 11/11 19 59.

Last Date 5/7 19 60.

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.

91111

S.S.

on the Iron or Steel M.S.

"LÖTZKENDORT" (EX. "SECURUS")

Tons gross 8615

Built at Malmö

By Whom

Kockums M/V A/B

When

Year 1946 Month 5

Owners

VFB Deutsche Seereederei, Rostock

Owners' address

(If not already in R.B.)

Managers

Port of Registry

Rostock

Surveyed Afloat or in Drydock

Both

Name of Dock

A/B Finnboða Varf

Date of last examn. in Drydock

7.4.60.

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

Last Report: No.

25479

Port

Got.

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
+100A1 oil tanker 2.59	+LMC 9.54 M 11.56
SS 9.54	DBS 7.58
	TS (CL) 2.59 N
	SPS 7.58

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY "D", DUE 9.58 SHIP NOW 14 YEARS OLD, AND DAMAGE REPAIRS.

REPAIRS WEAR AND TEAR:-

Approximately 40 fractures in transverse and longitudinal bulkheads cut out and welded or plating in way cropped and partly renewed.

Ends of most transverse bulkhead stiffeners were found to be fractured at welding. These were trimmed off, edges prepared and re-welded with steel pads fitted in some cases.

Longitudinal and transverse bulkheads were drilled to ascertain thicknesses and as a result the following bulkhead plates were renewed:-

Transverse bulkhead frame 64 top strake renewed.

Transverse bulkhead frame 61 top strake and 2nd strake from top renewed.

Transverse bulkhead frame 45 (CR) top strake renewed.

Transverse bulkhead frame 42 top strake renewed.

Longitudinal bulkhead frame 64 - 67 (p & s) top strake renewed.

On completion all repairs examined under pressure and found to be satisfactory.

DAMAGE REPAIRS:-

Damages stated to have been sustained by:-

1) Contact with quay in Barry 21.11.56.

CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames (longl)	R. Frames (web)	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	19+3(part)	14	12					See body of report.
Removed and Faired or Repaired	-	-	-					
Faired or Repaired in place	9	28	5					

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

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

Yes, Owners

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

Has Interim Certificate been issued? Yes

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, so far as now seen is eligible, in our opinion, to remain as classed with fresh record of DS 4/60 and the notation SS 7/60, without special conditions.

J. Kiel & Ivar Schweitzer
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 18 OCT 1960

Minute

DS 4. 60 without Spl. edn (h) subject to

SS (Dr) 7. 60

ES 2. 59

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Note: bulkhead skin (m) 4 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 - 18 - 19 - 20 - 21 - 22 - 23 - 24 - 25 - 26 - 27 - 28 - 29 - 30 - 31 - 32 - 33 - 34 - 35 - 36 - 37 - 38 - 39 - 40 - 41 - 42 - 43 - 44 - 45 - 46 - 47 - 48 - 49 - 50 - 51 - 52 - 53 - 54 - 55 - 56 - 57 - 58 - 59 - 60 - 61 - 62 - 63 - 64 - 65 - 66 - 67 - 68 - 69 - 70 - 71 - 72 - 73 - 74 - 75 - 76 - 77 - 78 - 79 - 80 - 81 - 82 - 83 - 84 - 85 - 86 - 87 - 88 - 89 - 90 - 91 - 92 - 93 - 94 - 95 - 96 - 97 - 98 - 99 - 100

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Lloyd's Register Foundation

TABLE 1

12781

8

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SPECIAL PERIODICAL SURVEY "D"

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
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) Yes	(all) Yes
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	Yes	Yes
Holds (All)	Yes	Deep Tanks	Yes	Yes
Tween Decks (All)	Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	-	-
After " " "	Yes	Wing Tanks	-	-
Engine Space	Yes	Other Tanks	-	-
Boiler "	Yes	Cargo Tanks (Tankers)	(all) Yes	(all) Yes
Under Engines and Boilers	Yes	Cofferdams	(all) Yes	(all) Yes
Tunnel and Well	None	Pump Rooms	Yes	Yes
Coal Bunkers	None			
Chain Locker	Yes			
Other Spaces	-			
		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? Where fitted, yes

Have the bilges been cleaned out and examined? Yes Has cement in bottom been 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? None

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 Report attached

Have any alterations to the approved scantlings and arrangements now been effected? Yes 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 and Cargo Battens	Good	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Where fitted Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	From aloft
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	d+
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Good
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	
Transverses	Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length 550 m mean diam. 61.0 (on board)	
Floors	Good	Windlass examined and found	Good	" Rule Length 550 m Size 63.5	
Keelsons	Good	Pumps " " "	Good	Hawsers and Warps	Good
Stringers	Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No.
Inner Bottom Plating	Good				
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? "A" Yes "B" None See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Kr. 3,190:-- Second Surveyor's Fee (if any) _____

Special Damage or Repair Fee (if any) Kr. 1,400:-- Date when A/c. Rendered 27/9 1960.

Spec. Att. Fee Kr. 225:--

Travelling Expenses (if chargeable) Kr. 60:--

Rpt. 9a

- 2 -

Port of Stockholm Continuation of Report No. 12781 dated 27/9 1960, on the

HULL OF THE M/S "LUTZKENDORF" (Ex. "SECURUS")

- 2) Contact with quay in Barry 25.7.58.
- 3) Collision with tug boat "FILIMON" 29.11.58.
- 4) Collision with s.s. "ALMA MONROVIA" 15.1.59.
- 5) Cause and date unknown (several damages)
- 6) Contact with quay in Eastham 8.10.59.

NOW DONE FOR DAMAGES:—

DAMAGE NO. 1.

Soft nose plate SF 3 renewed 4800 x 1260 in way of E and F strakes.

E 21 (starboard) faired in place forward part.

E 21 (port) renewed.

F 21,22 (port) renewed.

Fore peak tank top in way cropped and partly renewed.

Web frames Nos. 80, 88 and 92 cropped and partly renewed.

Fore peak bulkhead in way cropped and partly renewed.

5 longitudinal frames in way removed, faired and refitted.

5 breasthooks removed, faired and refitted.

DAMAGE NO. 2.

G 18 (port) renewed.

H 17 (port) faired in place in way of above.

Web frames 64, 65 and 66 cropped and partly renewed.

3 longitudinal frames in way removed, faired and refitted.

DAMAGE NO. 3.

G 6 cropped and forward 4000 mm renewed.

H 7 renewed.

Main deck in way of H 7 and tween deck in way of G 6 removed, faired and refitted.

Web frames Nos. 25, 29 and 33 removed, faired and refitted.

4 longitudinal frames in way released, faired and rewelded.

DAMAGE NO. 4.

Soft nose plate SF 4 renewed upper part.

Main deck and 2 breasthooks cropped and partly renewed.

DAMAGE NO. 5.

G 9 renewed (starboard)

Web frames Nos. 40 and 41 faired in place.

3 longitudinal frames in way faired in place.

G 12 renewed forward part (starboard).

G 12 renewed after part (starboard)

Web frames Nos. 50 and 52 cropped and partly renewed.

O.T. bulkhead frame 51 cropped and partly renewed.

3 longitudinal frames faired in place in way.

G 18 and 19 (starboard) renewed.

H 17 (starboard) renewed forward part.

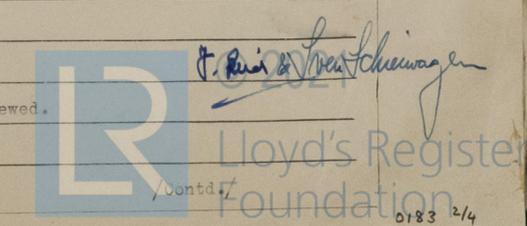
H 18 partly faired in place.

Main deck in way faired in place.

Web frames Nos. 66 and 72 cropped and partly renewed.

O.T. bulkheads on frames 67 and 68 cropped and partly renewed.

5 longitudinal frames in way faired in place.



Rpt. 9a

Port of Stockholm

Continuation of Report No. 12781 dated 27/9, 1960,

on the SEP 1960

HULL OF THE M/S "LUTZKENDORF" (Ex. "SECURUS").

G 8 (port) renewed.

G 9 (port) renewed after part.

H 8 and 9 in way faired in place.

O.T. bulkheads on frames 38 and 39 and web on frame 40 cropped and partly renewed.

Main deck and cross bunker tank top in way cropped and partly renewed.

3 longitudinals in way faired in place.

F 17 (port) renewed.

Web frames 62 and 63 cropped and partly renewed.

3 longitudinal frames in way faired in place.

DAMAGE NO. 6.

G 7 (starboard) renewed.

H 8 (starboard) renewed.

I 8 (starboard) faired in place.

4 longitudinal frames in way faired in place.

F 10 (starboard) renewed.

G 10 (starboard) renewed.

H 10 (starboard) faired in place lower part.

G 11 (port) renewed.

H 11 (port) faired in place.

Webs and frames in way faired in place as necessary.

G 13 (port) faired in place frames 52-53.

G 15 (port) renewed.

1 web and 4 frames in way faired in place.

Rudder lifted and bushing renewed.

On completion all repairs examined, those in way tanks and cofferdams pressure tested and those clear of tanks hose tested with satisfactory results.

J. Kai.
Leif Scherwager
Lloyd's Register
Foundation

29 SEP 1960

SHIP'S NAME "LUTZKENDORF" DATE OF DRILLING 29.12.59 - 1.4.60.
(ex. "SECURUS")

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

STRAKE	POSITION	Letter	Fr.54 AMIDSHIPS						Fr 84/85 FORWARD						Fr 9/10 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					
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake																					
Bridge Strake below									.44	.44	.45	-	-	.40	.40	.41	-	-			
Sheerstrake	...	H	.94	.93	.91	.01	.03	.56	.56	.56	-	-	.50	.50	.50	-	-				
1st Strake below		G	.62	.59	.57	.03	.05	.50	.48	.49	.02	.01	.50	.51	.51	-	-				
2nd " "		F	.62	.59	.57	.03	.05	.50	.49	.47	.01	.03	.48	.46	.47	.02	.01				
3rd " "		E	.62	.61	.57	.01	.05	.50	.49	.49	.01	.01	.48	.48	.46	-	.02				
4th " "		D	.65	.65	.67	-	-	.52	.49	.49	.03	.03	-								
5th " "		C	.65	.57	.55	.08	.10	-					.67	.65	.64	.02	.03				
6th " "		B	.65	.65	.67	-	-	.68	.65	.63	.03	.05	-								
7th " "		A	.65	.61	.63	.04	.02	Stem					.52	.50	.49	.02	.03				
8th " "		K	.86	.80	.80	.06	.06	.76	.74	.74	.02	.02	.78	.76	.76	.02	.02				
9th " "																					
10th " "																					
11th " "																					
12th " "																					

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

+ 50' from aft 15' aft of S.L.

STRAKE	POSITION	Letter	Fr 67 FORWARD TANK						Fr 39 AFTER TANK						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.	Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake	...	H	.86	.81	.83	.05	.03	1.06	.93	1.01	.13	.05			
1st Strake below		G	.54	.51	.53	.03	.01	.60	.51	.58	.09	.02			
2nd " "		F	.54	.53	.53	.01	.01	.60	.51	.59	.09	.01			
3rd " "		E	.54	.53	.51	.01	.03	.62	.54	.54	.08	.08			
4th " "		D	.58	.53	.51	.05	.07	.64	.55	.57	.09	.07			
5th " "		C	.65	.59	.59	.06	.06	.63	.57	.63	.06	-			
6th " "		B	.76	.79	.81	-	-	.65	.57	.57	.08	.08			
7th " "		A	.78	.67	.83	.11	-	.63	.65	.53	-	.10			
8th " "		K	.82	.86	.86	-	-	.86	.77	.77	.09	.09			
9th " "															
10th " "															
11th " "															
12th " "															

Signature

J. Rind
Surveyor to Lloyd's Register of Shipping

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

+ 40' from aft

STRAKE	POSITION	Letter	65-66 FORWARD						Frs 40-41 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.	Port	Stbd.	Port	Stbd.	
Stringer Plate58	.59	.48	-	.10	.76	.73	.69	.03	.07			
1st Strake Inboard52	.47	.45	.05	.07	.70	.67	.67	.03	.03			
2nd " "52	.51	.44	.01	.08	.70	.67	.67	.03	.03			
3rd " "52	.45	.44	.07	.08	.70	.67	.67	.03	.03			
4th " "	...														
5th " "	...														
6th " "	...														

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

