

Port Mestre (Venice)

Rpt. No. 1539

Is there a Rpt. 9? yes

Last date 22/10/1966

Last rpt. (H.Q. only)

Surveyed at. If different from Port above

If surveyed in D.D. last date of examination 24/9/66

Summer freeboard as verified

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Expenses Lit. 35.000.-

R. 1.4% " 52.362. —

J.C. 21/9 & 22/9/66 7-9pm S.A. fee Lit. 12.500.-

I have surveyed the above-named ship in accordance with the Rules for SPECIAL SURVEY and TANKER THICKNESS DETERMINATION; RENEWAL FREEBOARD; PERMANENT DAMAGE REPAIRS (S.R.L.); SAFETY EQUIPMENT (First issue); SAFETY RADIO; [REDACTED]

REPAIRS : wear and tear; thicknesses were obtained by drilling with results as shown on DR form attached. In assessing amount of acceptable diminution, this ship was considered as a riveted tanker with two longitudinal bulkheads and pumproom amidships. No compensation for plating diminution has been done at this time. The underdeck longitudinals were recommended for renewal in nos.2;3;4 and 5 wing tanks port and starboard; this recommendation was completed except for the longitudinals in way of n<sup>o</sup>.3 p. & s. wings between the aft bulkhead and the wash bulkhead (see Rpt.10). The wash bulkhead in n<sup>o</sup>.3 p. & s. wings was found very thin and extensively fractured, and was renewed complete. The complete renewal of the upper stringer in n<sup>o</sup>.3 p. & s. wings was considered essential; the aft portion (i.e. abaft the wash bulkhead) has now been renewed but the forward portion has not (see Rpt. 10). In other wing tanks the shell and bulkhead stringers were locally doubled where thin. Tie

Cont.d ./...

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

[illegible]

Please see Rpt.10 dated 22/10/1966

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Surveyor to Lloyd's Register of Shipping

(J. Currie & P. Cesari)

Date of Committee

Minute

**ALSO FOR**

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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012047-012057-0071 1/6



†Condition

†Condition

Shell plating	good	*Hatchways	good
Sternframe	good	*Ventilators & air pipes	good
Rudder	good	*Casings	good
Was rudder lifted?	yes	*Fiddle openings	good
Plating, etc. in way of shell openings	good	*Skylights	good
F.P. spaces	good	*Flush deck scuttles	-
Chain locker	good	*Deckhouses & companionways	good
A.P. spaces	good	*Superstructures	good
Engine space	good	*Side, bow & sterndoor	-
Boiler space	good	*Side scuttles & deadlights	good
Under E. & B.	good	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	good
Tunnel & well	good	Guard rails & bulwarks	good
Duct keel	-	Freeing ports	good
Cement, asphalt, etc., on btm. shell	good	Gangways & lifelines	good
Weather decks	good	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	good	Means of escape:	
Windlass	good	(a) machinery spaces	good
Masts & standing rigging	good	(b) crew and passenger spaces	good
Hand pumps & suction	good	(c) spaces in which crew normally employed	good
W.T. doors	good	Communications between:	
Fire equipment	good	(a) bridge & eng. room	good
		(b) bridge and alternative steering position	good
		Steering control systems (main and alternative)	
Other items:		Helm Indicator	good
		Protection of aft steering wheel & gear	good
		Steering arrangements (main)	good
		" " (aux.)	good

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

## EQUIPMENT:

Equipment letter  $d + 2 \frac{3}{16}$ "S.Q.  
 Fee ltr., if diff. from eqpt. ltr.  
 Anchors: No. on board 3 Bower

Cables

State if ranged yes

Length on board 22 x 15 fathoms

Mean dias. range from 51.5 mm to 56.5 mm

Rule length 20 x 15 Dia.  $2 \frac{3}{16}$ 

Mooring ropes good and sufficient

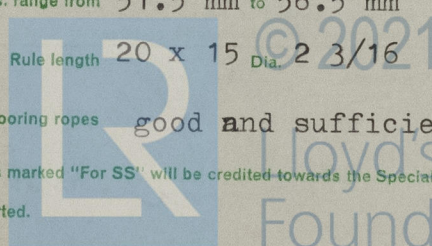
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These items to include their closing appliances, repairs and renewals of which should be reported.

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.





beams were reinforced where found thin in nos. 2;3;4 and 5 wings p. & s. by fitting substantial toe-welded angle reverses. Bottom longitudinal frame brackets to bulkheads were renewed where found fractured.

Longitudinal bulkheads were recommended for part renewal or doubling in way of n<sup>o</sup>s 3;4 and 5 wing tanks where locally thin immediately below deck; this recommendation has been carried out by part renewal and part doubling of the affected areas except in the case of the bulkhead between nos. 5 starboard wing and n<sup>o</sup>. 6 centre (see Rpt. 10). About 20 inter-tank known leakages have been dealt with at this time; these have been repaired by partly renewing the plating of the bulkheads, and by doubling in some cases where leakage was caused by common - type fractures occurring at bracket connections to bulkheads. n<sup>o</sup>. 1 p. & s. wings and the forward main cofferdam were satisfactorily tested on completion. No other cargo tank testing was completed (see Rpt. 10).

Minor repairs to freeboard items were carried out.

S.R.L. : DD (grounding). Now found shell plate C14 sharply indented between frames in way of n<sup>o</sup>. 1 and n<sup>o</sup>. 2 port wing tanks. Plate C14 now cropped and partly renewed where damaged. N<sup>o</sup>. 1 port wing (and n<sup>o</sup>. 1 starboard wing) tested and found tight. N<sup>o</sup>. 2 port wing examined under test in way of repair and found tight. S.R.L. item may be deleted.

Riveting in keel plate at frame 86/87 and fractured and doubled 'A' strake plating(5) fore end of n<sup>o</sup>. 5 centre cargo tank, now examined and found permanently repaired. All riveting in the area had recently been renewed, and the 'A' strake plate had been partly renewed with a welded insert. This repair was also examined internally with vessel afloat and may be accepted as permanent. S.R.L. item recommended for deletion. The present Owners stated that no repairs have been carried out since their purchase of the vessel.

15 fathoms of chain cable to be supplied. Chain cables ranged ~~and~~ found 22 x 15 fathoms. (See Secretary letter to Mestre of 23/9/66 ref. R.NH/CB) Apart from the recently renewed cable referred to, no other identifiable marks could be found. But the second, 15 fathoms length on the port side appears also to have been recently renewed, with diameter now 55.4mm. The present Owners have averred that no cables have been supplied to this ship since the take-over from the preceding Owners. No certificates have to-date been produced, and the present Owners' intentions could not be clearly ascertained. In the meantime no alternative is seen but to recommend that three, 15 fms. lengths of chain cable be verified with test certificates at an early date.

Stem and stem plating damage now permanently repaired : stem contour plating renewed in way of fore peak spaces from above crown of fore peak to about 2'0" above upper deck. Forward ends of all shell plates in way renewed. Starboard hawse pipe shell bolster and shell doubler renewed. Upper deck and second deck plating partly renewed where buckled at forward end. The foremost two shell frames (SS) cropped and part renewed, including beam knees below upper deck. Buckled breast hooks and tie plates renewed. Repairs hose tested on completion and found tight. Item may be deleted from S.R.L.

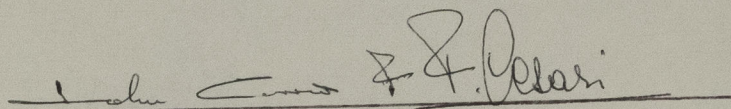


Ship's Name ~~SS~~MS YVONNE

Port Mestre (Venice) Rpt. No. 1539

All previously-made repairs to cargo tank bulkheads have now been examined and found to continue efficient. Testing of cargo tanks carried out as far as shown on Report 8(A) attached. This item to be retained as at present, and included in the general condition now amended to : all cargo tanks (excepting n<sup>o</sup>.1 p.& s. wings) and aft main cofferdam to be tested and inter-tank leakages dealt with as necessary.

Indented keel plate n<sup>o</sup>. 2 and shell plate A3(p); plates now examined and no indentation found. This item may be deleted.



(J. Currie & P. Cesari)  
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Ship's Name ~~SS~~/MS YVONNE

S.S.( T.D. ) Due 8/66

Port  
Mestre (Venice)  
Rpt. No. 1539

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	good			
"	'Tween decks	good	F.P. tank	good	yes- good
			A.P. tank	good	yes- good
			D.B. tanks & c/dams	all- good	all- good
No. 2	Hold	-			
"	'Tween decks	-			
No. 3	Hold	-			
"	'Tween dks	-			
			O.F. bunkers	good	yes- good
No. 4	Hold	-			
"	'Tween decks	-			
No. 5	Hold	-			
"	'Tween decks	-			
			Settling tanks	good	yes- good
No. 6	Hold	-			
"	'Tween decks	-	Deep tanks	-	-
			Side tanks	-	-
	Cargo battens	good			
	Ceiling, etc	good	Other tanks		
			F.W. at stern	good	yes -good

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

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Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey



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†CONDITION						TANKS	TESTED					
Port	Port	Ctre.	Sibd.	Ctre.	Starboard		Port	Port	Ctre.	Sibd.	Ctre.	Starboard
good		good			good	No. 1 Cargo tank	good		no			good
good		good			good	" 2 " "	no		no			no
efficient		good			efficient	" 3 " "	no		no			no
good		good			good	" 4 " "	no		no			no
good		good			efficient	" 5 " "	no		no			no
good		efficient			good	" 6 " "	no		no			no
-		good			-	" 7 " "			no			
-		good			-	" 8 " "			no			
						" 9 " "						
						" 10 " "						
						" 11 " "						
						" 12 " "						
						" 13 " "						
						" 14 " "						
		good				Pump room forward			-			
		good				" " amidships			-			
		-				" " aft			-			
		good				Cofferdams ford			good			
		good				" aft			no			
		good				" E.R.			-			
						Structure around cargo suction pipe strums						

Condition of other items:

Corrosion control:

Anodes and their supports good

Coatings none



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Rpt. 8 (Rig)

Ship's Name ~~SS~~/MS YVONNE

Port Mestre (Venice)

(Matter above line is completed by Lloyd's Register of Shipping)

Rpt. No. 1539

Port of Mestre (Venice)

Date 24th Sept. 1966

## REPORT ON MASTS, SPARS AND RIGGING

Dear Sir(s),

In accordance with your instructions, I  
examined the Masts, Spars and Standing Rigging, including fittings, of the  
~~SS~~/MS "YVONNE"

on the (date of examination) 24th September 1966  
and found that all was in good condition

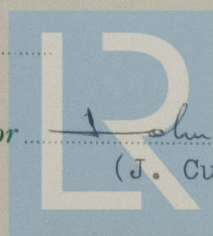
Fee

Rigger

To the Surveyor(s),  
Lloyd's Register of Shipping,

Surveyor

(J. Currie)



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Ship's Name ~~SS~~MS " YVONNE "

Date of gauging Sept/1966

Port Mestre (Venice) Apt. No. 1539

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

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

**SHELL PLATING**—exact frame stations of gaugings to be stated

STRAKE		FORWARD—FRAME Nos. 133/4						AFT—FRAME Nos. 71/2				REMARKS
Position	Letter	Original Thick- ness	Thickness by gauging		Diminution if any		Original Thick- ness	Thickness by gauging		Diminution if any		
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd	
Bridge sheerstrake	—											
Bridge strake below	—											
Sheerstrake	K	1.28	1.12	1.10	0.16	0.18	1.28	1.08	1.08	0.20	0.20	
1st strake below	J	.82	.78	.80	.04	.02	.82	.81	.82	.01	—	
2nd    "    "	H	.64	.55	.61	.09	.03	.64	.60	.61	.04	.03	
3rd    "    "	G	.64	.54	.62	.10	.02	.64	.60	.60	.04	.04	
4th    "    "	F	.64	.59	.62	.05	.02	.64	.62	.60	.02	.04	
5th    "    "	E	.64	.55	.60	.09	.04	.64	.62	.60	.62	.04	Considered
6th    "    "	D	.66	.64	.59	.02	.07	.66	.63	.61	.03	.05	
7th    "    "	C	.66	.60	.62	.06	.04	.66	.64	.63	.02	.03	Down About
8th    "    "	B	.66	.65	.62	.01	.04	.66	.65	.63	.01	.03	5% only
9th    "    "	A	.66	.60	.60	.06	.06	.66	.66	.63	.00	.03	
10th   "    "												
11th   "    "												
12th   "    "												
KEEL		.90	.80	—	.10	—	.90	.81	—	.09	—	

**STRENGTH DECK**—exact frame stations of gaugings to be stated (as above)

Stringer Plate		.80	.68	.69	.12	.11	.80	.76	.75	.04	.05			
1st strake inboard		.60	.48	.48	.12	.12	.60	.50	.46	.10	.14			
2nd " "		.68	.60	.60	.08	.08	.68	.53	.64	.15	.04			
3rd " "		P.60 S.68	.54	.66	.06	.02	P.60 S.68	.44	.56	.16	.12			
4th (Centre)		.68	.60	—	.08	—	.68	.58	—	.10	—			
5th " "														
6th " "														

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