

27 NOV 1962

Ship's Name SS/MS "LUCERNA"

Gross tons 11,292.

Is there a rpt. 9? Yes.

Port FALMOUTH.

Rpt. No. 14307.

No. of visits 11.

First date 22nd Oct. 1962. Last date 3rd November, 1962.

Interim Cert. issued & copy herewith? Yes.

Damage rpt. issued & copy herewith? -

Last rpt. (H.Q. only)

0731 JEW

Date of completing rpt. 16th Nov. 1962. Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Both. ✓

Last date of examination in D.D. 28.10.62. ✓

Has a Load Line Survey been held? No.

Freeboard Marks verified No

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

Survey fees

Damage fee

Expenses

£42.0.0.

11/10

S.A. fee £9.9.0.

I have surveyed the above ship in accordance with the Rules for

DOCKING AND DAMAGE.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

REPAIRS. Wear and tear. The middle and lower stringer at after bulkhead in No.4 centre tank found heavily wasted in way of lightening holes, now reinforced with welded doubling plates 3'6" a 12" wide (14 doublings fitted). Casing top plating in way of galley found thin and now reinforced with welded doubling plates. No.4 centre tank fwd. bulkhead starboard side - Upper stringer found wasted at outboard end, middle stringer found wasted at inboard end welded doubling plates now fitted. Small fracture in welding of vertical butt No.4 starboard wing tank cut away and butt re-welded.

DAMAGE NO.1 stated to have been caused by contact with dock wall when leaving Falmouth 16.5.61.

On examination No.6 vertical shell plate panel (ss from fwd.) found set in with adjacent panel No.7 affected at butt, main frame slightly buckled.

Permanent repairs now done: No.6 panel cropped and part renewed 10'0" x 6'0". No.7 panel and one frame faired in place. Continued....

I recommend that this ship remain as classed with/without fresh record of dry docking 10,62 ✓ subject to set up bottom shell plates A.4 (ps from a) and A.4 (ps from fwd.) being specially examined and dealt with as necessary next drydocking, and without condition concerning set in vertical shell plate etc. No.9 (ss from a).

S.R.L. Appendix. Indented shell plate H.7 (ssa).

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

Date of Committee

Minute

AS. 10.62 TUESDAY 9 FEB 1963 without Spl can (ny) TS. 10.62 ABS. 11.62

Surveyor to Lloyd's Register of Shipping K.A.A. ADAMSON.

K.A. Adamson

ALSO FOR

SPL FOR

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Lloyd's Register Foundation

012827-012835-0250 1/3

amended should be defects & repairs". been subjected to ld be stated.

The c as "y found

No.2 Wing tank tested on completion and all found satisfactory.

DAMAGE NO.2. stated to have been caused by contact with dockwall when entering drydock at Falmouth.22.10.62.

On examination the vertical panel of shell plating No.18 (ps from fwd) found heavily set in with adjacent panel No.19 set in at butt in way of No.4 wing tank; one main frame found buckled.

Permanent repairs now done: No.18 panel cropped and part renewed 8'6" x 78". No.19 panel faired in place. One main frame cropped removed, faired and refitted. On completion of repairs No.4 wing tank tested and all found satisfactory.

DAMAGE No.3. stated to have been caused by touching bottom when proceeding down river after leaving Abadan 20.6.62.

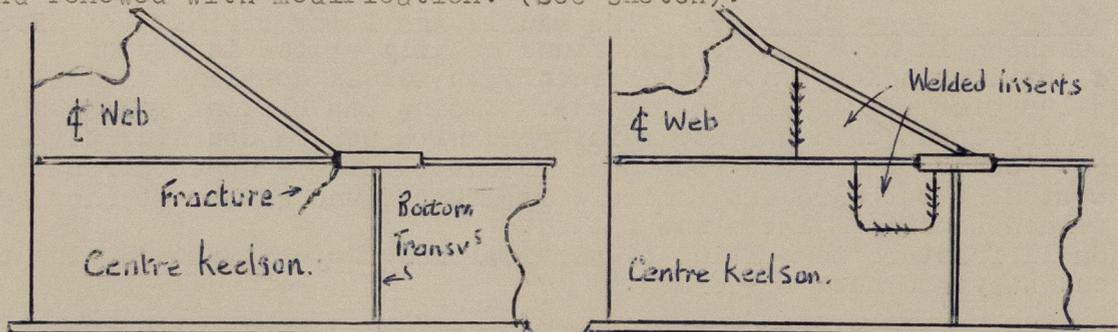
Permanent repairs now done: The starboard bilge keel buckled Nos. 1 and 2 lengths of keel plate (ss ford.) removed, faired and refitted, No.3 length cropped, removed, faired and refitted. Shell connecting bar in way, faired in place.

DAMAGE No.4 stated to have been sustained during heavy weather on various dates between April and September, 1962.

Permanent repairs now done: -Stem plates F.1 (p & s) found fractured Plates now cropped and part renewed, the fore peak tank tested on completion and found tight.

The ford. bulkhead stringers in No.4 centre tank found fractured (port of centreline). Stringers now removed and middle & lower stringer renewed together with end connecting brackets. Upper stringer cropped and part renewed.

The centre keelson found fractured at connection of ford. bulkhead centreline web in No.4 tank. Keelson cropped and part renewed with a welded insert and toe of web frame plating and face bar cropped and renewed with modification. (See sketch).



At after end of tank, welded connection of centreline web face bar to centre keelson found fractured, the welding cutaway and renewed.

Small fracture in rudder plating (ss) stopped by drilling and repaired with welding. A few leaking rivets in cheek plates caulked tight.

Continued.....

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed in part.	5	-			3 bulkhead stringers.
Removed and faired or replaced	-	3			Bilge keels.
Faired or repaired in place	3	1			

8. (cont.)

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Port FALMOUTH.

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DAMAGE NO.5. cause and date stated as unknown.

On examination No.3 vertical panel of shell plating (ss from aft) found heavily set in locally.

In way of No.9 wing tank two main frames and shell stringer found buckled. No.9 vertical panel of shell plating (ss from a) found locally indented with shell stringer in way slightly buckled in No.8 wing tank.

Permanent repairs now done:- No.3 shell panel cropped and part renewed, two main frames cropped, removed, faired and refitted. Section of shell stringer cropped, removed, faired and refitted.. No.9 Vertical shell panel faired in place, buckled shell stringer in way released, faired in place and rewelded. On satisfactory completion of repairs No.9 wing tank tested and found tight.

CONDITION OF CLASS.

In view of satisfactory nature of repairs to No.9 vertical panel of shell plating (ssa) (See damage No.5) it is recommended that this condition be removed from the ship's class.

Set up bottom shell plates A.4 (ps from a) and A.4 (ps from fwd) specially examined and found efficient. No repairs effected.

S.R.L. Appendix. Indented shell plate H.7 (ssa) examined and found efficient.

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Rpt. 8 (P.S.) TANKER

Ship's Name SS/MS "LUCERNA"

S.S. ('D') Due 6,64.

Port FALMOUTH.

Rpt. No.

Examined & condition		Examined & condition	
In dry dock from	22.10.62.	* Hatchways	Good.
" " " to	28.10.62.	* Ventilators	Good.
Shell plating	Good.	* Air & sounding pipes Above deck.	Good.
Sternframe	Good.	Doublers under sounding pipes	Not examd.
Rudder	Good.	Steering arrangements (main)	Good.
Was rudder lifted?	No.	" " (aux)	Good.
Plating, etc. in way of shell openings	Good.	Windlass	Good.
Side scuttles & deadlights	Good.	Masts & rigging	Good.
Overbd. scuppers & discharges	Not examd.	Hand pumps & suction	not examd.
Hold	"	W.T. doors	Good.
F.P. spaces	"	Bulwarks, freeing ports, etc.	Good.
Chain locker	"	Summer freeboard as verified	-
A.P. spaces	"	<u>EQUIPMENT:</u>	
Engine space	"	Equipment letter	
Boiler space	"	Anchors: No. on board	3B.
Under E. & B.	"	State if ranged	No.
Coal bunker	-	Length on board	Stated complete.
Tunnel & well	Not examd.	Mean dias. range from	to
Cement, asphalt, etc., on btm. shell	"	Rule length	Dia.
Weather decks	Good.	Mooring ropes	Good.
* Casings	Good.	Other items: -	
* Deckhouses	Good.		
* Superstructures	Good.		
* Skylights	Good.		
* Companionways	Good.		

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
		F.P. Tank	Good.	Good.
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".



