

Sister Ship "ATLANTIC DUKE"

Received by Chief Ship Surveyor

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SHIP'S NAME M.S. "LUCERNA"

REPORT Mdb.

No. 19748

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Framing.... as approved.

Sheerstrake.... as approved.

L.500: B.69.5: D.38'

Proportions 13.16.

Two corrugated longitudinal bulkheads fitted.

The scantlings and arrangements, as reported, conform with the Society's Revised Rules and Regulations, and are in accordance with or equivalent to those shown on the approved plans.

IT IS THEREFORE SUBMITTED the ship is eligible to be classed:-



100A1 "Carrying petroleum in Bulk".
9,52.Mdb.

1 Dk, "pt.Elec.Welded", "Longitudinal framing at bottom and at deck".
Cell DBuE. 82.5' pt O.F. pt F.W; DTsa O.F; D.T.f 640t; FPT 143t; APT 185t.
FK 17 BH, Lloyd's A & CP
P 107' B 50' F 60'
Mchy aft.
O.L. 529,
ESD
Radar
"g+"
2 5/16

REVISED CERTIFICATE

IT IS FURTHER SUBMITTED the Surveyors be advised it is concluded:

1. The intercostal side girder in D.B. aft is .44 in thickness
 2. The rivets in shell seam "C" to "D" are 1" dia. spaced 4" apart.
 3. The length of the bridge is 50'
 4. The depth of the floors in the deep tank is 48",
- but these should be confirmed.

It is also concluded that this ship is a sister ship to the "ATLANTIC DUKE" and if this is correct, should have been stated on the report.

see letter 5/1/53.



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7.11.52.