

1 MAY 63

Ship's Name SS/MS "LJUBLJANA" Gross tons 4478
 Is there a rpt. 9? Yes Port SPLIT Rpt. No. 2426
 No. of visits 9 First date 28.3.63 Last date 13.4.63
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 2418 SPT
 Date of completing rpt. 24.4.63 Surveyed at, if different from Port above
 Surveyed afloat and/or in D.D. Afloat & in D.D. Last date of examination in D.D. 4
 Has a Load Line Survey been held? Yes Freeboard Marks verified Yes

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

Survey fees £116- 0- 0 Damage fee Expenses Din. 10.560.-
 & Din. 243.600.-
 LIRS £5- 2- 6 & Din. 10.762
 W. & T. Repairs £20- 0- 0 & Din. 42.000.-
 S.A. fee Din. 9.200.-

I have surveyed the above ship in accordance with the Rules for Modified Periodical Special Survey; Load Line Renewal Survey; Wear & Tear Repairs.

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

Modified Special Survey: Vessel placed in floating dock, opened up as for Special Survey and necessary repairs effected for the postponment of six months.

Wear & Tear Repairs:

Poop & Bridge deck: First strake of deck plating inboard PS. in way of Bridge deckhouse badly corroded. Doubler plate fitted above stringer plate adjacent to this corroded plate extending for 2500 mm.

Upper deck:

Superstructure Tweendeck No.2: First strake inboard P.side in way of Vent in between Hatch No.2 & Coal Bunker Hatch badly corroded and vasted locally.

Doubler plates fitted in way extending for 3 metres.

Superstructure Tweendeck No.3: First strake inboard S.side abreast Hatch No.3 badly corroded and vasted locally. Doubler plate fitted

PTO.

I recommend that this ship remain as classed with ~~without~~ fresh record of dry docking 4.63 and the notation modified SS 4.63 valid until 30.9.1963 subject to 15 fms of chain cables (supplied 8/61) to be verified with test certificate earliest opportunity and shell plates P5 & 7, G6 (p.s.), F 12, 13 & 14, G 13 (ss) to be specially examined and dealt with as necessary next Special Survey and subject to Deep Tank not to be used as such until permanent repairs effected and also cargo gear being not used.

(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

#

TUESDAY - 4 JUN 1963
 SS 4.63 Subject (w)
 without spleen (m)
 SS (M) 4.63 (5 mos.) MBS. 2.63

(Ing. F. Beban)
 Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
 Foundation

003513-003524-03213

in way extending for 2.60 metres.

SIDE SHELL PLATING:

Side shell plates I 10, S.side and I 11, P.side (from aft) wasted locally and substantial doubling plates fitted in way.

On completion of the above repairs side shell plating and deck plating in way hose tested satisfactory.

PLEASE NOTE: All the above stated repairs have been not inserted as the conditions of class because the Owners Representatives stated clearly their decision to scrap up the vessel by the expiring of this ~~of this~~ 6 months period.

CONDITIONS OF CLASS:

Re: "15 fathoms of chain cables (supplied 8/61) to be verified with test certificate earliest opportunity."

This time opportunity not afforded to verify 15 fms of chain cables with test certificate because certificates not available. Cables ranged but no marks found.

Re: "Shell plates F 5 & 7, G 6 (ps), F 12, 13 & 14, G 13 (ss) to be specially examined & dealt with as necessary NSS."

All these plates now examined and found efficient meantime.

NEW CONDITIONS OF CLASS:

Re: "Deep tank not to be used as such until permanent repairs effected."

Now examined Deep tanks and found that permanent repairs necessary if tanks should be used as such and it is submitted that this item to be imposed in the conditions of class.

Re: "Cargo gear being not used."

The Master stated that the vessel is not using own cargo gear for loading or unloading cargo and on general examination of Masts and rigging found efficient meantime if a such condition of class imposed to the vessel's class.

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					
Removed and faired or replaced					
Faired or repaired in place					

Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS "LJUBLJANA"

S.S. () Due

Port SPLIT

Rpt. No. 2426

Examined & condition		Examined & condition	
In dry dock from	30.3.1963	* Air & sounding pipes	Good ✓
" " " to	6.4.1963	Doublers under " "	Good ✓
Shell plating	Good	Steering arrangements (main)	Good ✓
Sternframe	Good ✓	" " (aux)	Good ✓
Rudder	Good ✓	Windlass	Good ✓
Was rudder lifted?	Yes ✓	Masts & rigging	Good, not using derrick
Plating, etc. in way of shell openings	Good ✓	Hand pumps & suction	Good ✓
Side scuttles & deadlights	Good ✓	W.T. doors	Good ✓
Overbd. scuppers & discharges	Good ✓	Bulwarks, freeing ports, etc.	Good
F.P. spaces	Good ✓	Summer freeboard as verified	1041 mm ✓
Chain locker	Good ✓	<u>EQUIPMENT:</u>	
A.P. spaces	Good ✓	Equipment letter	X
Engine space	Good ✓	Fee ltr., if diff. from eqpt. ltr.	-
Boiler space	Good ✓	Anchors: No. on board	3 B & 1 S
Under E. & B.	Good ✓	State if ranged	Yes ✓
Coal bunker	Good ✓	Length on board	495 m
Tunnel & well	Good ✓	Mean dias. range from	49 to 54 mm ✓
Cement, asphalt, etc., on btm. shell	Good ✓	Rule length	495 m Dia. 54 mm
Weather decks	Good ✓	Mooring ropes	Good
* Casings	Good ✓	Cables {	
* Deckhouses	Good ✓		
* Superstructures	Good ✓		
* Skylights	Good ✓		
* Companionways	Good ✓		
* Hatchways	Good ✓		
* Ventilators	Good ✓		
Other items:			

* 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"

30m, 1,62 (MADE AND PRINTED IN ENGLAND)



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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Yes, Good ✓	F.P. tank	Good	Yes, Good
"	'Tween decks	--	A.P. tank	Good	Yes, Good
			D.B. tanks & c/dams	Good	Yes, Good
No. 2	Hold	Yes, Good ✓			
"	'Tween decks	Yes, Good ✓			
Coal Bunkers		Yes, Good ✓			
Side Bunkers		Yes, Good ✓			
No. 3	Hold	Yes, Good ✓	O.F. bunkers	None	--
"	'Tween decks	Yes, Good ✓			
			Settling tanks	None	--
No. 4	Hold	Yes, Good ✓			
"	'Tween decks	Yes, Good ✓			
			Deep tanks	Yes	Not to be used until repaired
No. 5	Hold	--			
"	'Tween decks	--	Side tanks	None	--
No. 6	Hold	--	Wing tanks	None	--
"	'Tween decks	--			
			Other tanks:	--	--
Cargo battens		Not fitted			
Ceiling, etc.		Yes, Good			

Rpt. 8 (Dr.)

Ship's Name SS/166 " LJUBLJANA "

Date of gauging 3.4.1963

Port SPLIT

Rpt. No. 2426

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

SHEER STRAKES—exact frame stations of gaugings to be stated														
		HOLD No. 2						HOLD No. 3						
STRAKE		FORWARD—FRAME Nos. 54-55						AFT—FRAME Nos. 124-125						REMARKS
Position	Letter	Original Thickness	Thickness by gauging		Diminution if any		Original Thickness	Thickness by gauging		Diminution if any				
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd			
Bridge sheerstrake	J	18	17.5	17.5	.5	.5		18.0	18.5	✓	✓	SIDE STRAKES		
Bridge strake below	I	16.5	16.0	15.5	.5	1.0		15.0	16.5	1.5	✓			
Sheerstrake	H	15	12.0	12.5	3	2.5		16.0	11.0	✓	4.0			
1st strake below	G	15	13.5	11.5	1.5	3.5		13.0	12.5	2.0	2.5			
2nd " "	F	15	15.0	12.5	✓	2.5		13.0	12.0	2.0	3.0	BILGE STRAKES		
3rd " "	E	15	12.0	17.0	3	✓		17.0	15.5	✓	✓			
4th " "	D	16	14.0	17.0	2	✓		17.0	16.5	✓	✓			
5th " "	C	14.5	15.0	15.5	✓	✓		14.5	14.5	✓	✓			
6th " "	B	14.5	14.5	13.8	✓	.7		14.5	14.0	✓	.05	BOTTOM STRAKES		
7th " "	A	14.5	13.5	16.0	1	✓		13.0	14.0	1.5	.5			
8th " "	KEEL	24.5	22		2.5			22		2.5				
9th " "		17.5			9.2			17.5		5.0				
10th " "				✓					✓					
11th " "														
12th " "														

STRENGTH DECK—exact frame stations of gaugings to be stated

Stringer Plate		13.5	9.5	9.0	4	4.5	13.5	10.5	8.5	3	5		BRIDGE & POOP DK
1st strake inboard		10.5	10.5	11.0	✓	✓	10.5	10.0	9.8	5	7		
2nd " "	104	11.5	11.5	10.0	✓	1.5	11.5	12.0	11.5	✓	✓		
2nd STRINGER PLATE		12	10.0	14.0	2	✓	12	11.0	10.5	1	1.5		
4th " "		9	7.0	7.0	2	2	9	7.0	7.0	2	2		UPPER DECK
2nd " "		10	7.5	7.0	2.5	3	10	7.0	6.5 + 7.5 DOUBLER	3	✓		
6th " "		9.2			17	9.2				13.5			
					18.5%								