

Rpt. 8

REC'D NEW YORK MAR 31 1958

Port Baltimore, Md.

No. 11362

Date of writing Report 22/3/58

When handed in at Local Office 27-3-58

Received London

Survey held at Baltimore, Md.

No. of Visits 9

First Date 24/2 1958

Last Date 5/3 1958

# 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.

19516

on the Iron or Steel <sup>S.S.</sup> "MARCELLA"

Tons Gross 3483

Year Month

Built at Wilmington, Del.

By whom Bethlehem S.E. Corp., Ltd.

When 1920

Owners Cia. Panamena Marittima,

Owner's address (If not already in R.B.)

Managers San Gerassimo S.A.

Port of Registry PANAMA

Surveyed Afloat or in Drydock Both

Name of Dock Bethlehem Lower Yard

Date of last examn. in Drydock 5/3/58

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

Last Report: No. 2162

Port JCK

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                                    |             |  | Machinery |      |
|---|-------------|--|-----------|------|
| Date of Special and of Drydocking Surveys, etc. |             |  |           |      |
| 100A1   |             |  | LMC       |      |
| DS  | 3-57        |  | ES        | 5-56 |
| SS  | (Jck.) 5-56 |  | MBS       | 5-57 |
|   |             |  | TS (CL)   | 4-56 |
|   |             |  | Sps.      | 5-56 |

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 1302 mm

not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR Drydocking and damage stated sustained by (1) grounding in CANSO STRAIT, Nova Scotia on voyage from Prince Edward Islands to Jacksonville, Florida, December 20th. 1957. (2) striking unknown object in Chesapeake Bay February 13th. 1958 on voyage from Cuba to Baltimore, Maryland.

Damage Repairs Effected:- No. 1, (all plates numbered from forward); two (2) shell plates A3 (p.s.) and A4 (ss) renewed. Two (2) shell plates B2 and E4 (ss) cropped and part renewed. Three (3) shell plates Keel 3, A2 (p.s.) and A3 (ss) part released and faired in place. Approx. 200 snap rivets in way of No. 1 DRT. renewed, and approx. 400 scattered shell rivets caulked and made tight. Rudder lifted, gudgeons checked for alignment, gudgeon bushings (5) renewed, pintles machined and refitted, steadiment bearing remetalled and machined, carrier bearing cleaned and oil grooves recut. Four (4) ram bearing studs renewed, on completion rudder rehung and satisfactorily tried hard over to hard over.

Damage No. 2: - Three (3) shell plates K1, K2 and J1 (p.s.) renewed.

Wear and Tear Repairs Effected: - Two (2) shell plates K1 and 2 (ss) forward renewed.

Efficient welded doubler installed over full length of shell plates H.13 (p.s.f) and H.15 (ssf.) one (1) doubler installed in way of shell plate K6 (s.s.a.) all plates inside plates. Welded doubler installed to deck on stringer plate (p.s.) abreast No. 4 hatchway. Water tight Steel doors (p&s) after end of bridge house completely renewed. Bulkhead plating (p.s.) between Nos. 2 and 3 hold part cropped and renewed. Bilge brackets 1 p. and 1 s. forward in No. 3 hold renewed, port air pipe in No. 3 hold part renewed. 35 worn hatch covers renewed. Numerous minor W.&T. repairs dealt with as found necessary.

CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS      | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items               |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|---------------------------|
| Renewed                        | 5            |        |           |                           |                     |             |       | 200 snap rivets           |
| Removed and Faired or Repaired |              |        |           |                           |                     |             |       | Rudder bearing bushes and |
| Faired or Repaired in place    | 5            |        |           |                           |                     |             |       |                           |

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

Yes

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

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

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 vessel, being now so far as seen in good and efficient condition appears worthy to remain as classed 100A1 with record of DS. BAL. 3.58, subject to 75 fathom chain cables being renewed on vessel's return to U.S. On completion of present voyage about April 1958.

*Signature*

Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK

APR 9 1958

Minute

DS. 3.58. Bel. Subject

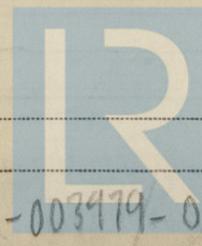
(m) As noted subject

NYR. 20/2/58

3M-12-56 Printed in U. S. A.

Without condition re grounding

Noted for Header



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Foundation

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Drydocking. SURVEY

| Items  | Now Examined<br>YES NO<br>or NONE | Tanks  |            |  |
|--|-----------------------------------|--|------------|--|
|  |                                   | Now Examined Internally  | Now Tested |  |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes                               | F.P. Tank  |            |  |
| Rudder lifted  | Yes                               | A.P. "   |            |  |
| Weather Decks, Superstructures and Casings                                     | Yes                               | D.B. Tanks (indicate Oil Fuel) and Cofferdams                          |            |  |
| Hatchways, Covers, closing and securing appliances                             | Yes                               | Fresh Water Tanks  |            |  |
| Ventilator coamings, skylights, companionways and closing appliances           | Yes                               | Deep Tanks   |            |  |
| Hold   |                                   | Oil Fuel Bunkers and Settling Tanks                                    |            |  |
| Tween Decks  |                                   | Side Tanks   |            |  |
| Fore Peak Spaces   |                                   | Wing Tanks   |            |  |
| After " "  |                                   | Other Tanks  |            |  |
| Engine Space   |                                   | Cargo Tanks (Tankers)  |            |  |
| Boiler "   |                                   | Cofferdams   |            |  |
| Under Engines and Boilers  |                                   | Pump Rooms   |            |  |
| Tunnel and Well  |                                   |  |            |  |
| Coal Bunkers   |                                   |  |            |  |
| Chain Locker   |                                   |  |            |  |
| Other Spaces   |                                   |  |            |  |
|  |                                   | Have Tanks now Examined been Cleaned as Necessary?                     |            |  |
|  |                                   | Have Strums in Cargo Tanks (of Tankers) been removed?                  |            |  |
|  |                                   | Have Tanks been Retested as necessary after completion of any Repairs? |            |  |

Have the spaces now surveyed been cleared and cleaned as necessary? \_\_\_\_\_

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? \_\_\_\_\_

Have the bilges been cleaned out and examined? \_\_\_\_\_ Has cement in bottom been examined? \_\_\_\_\_

Has steelwork had rust removed and afterwards been recoated as necessary? \_\_\_\_\_

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? \_\_\_\_\_

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? \_\_\_\_\_ If so, Report 8(Dr) to be attached \_\_\_\_\_

Have any alterations to the approved scantlings and arrangements now been effected? \_\_\_\_\_ 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 <u>good</u>                                | Ceiling and Cargo Battens <u>-</u>             | Sluice Valves examined and found <u>-</u>            |  |
| " " in way of side scuttles <u>-</u>                     | Cement or Asphalt <u>-</u>                     | Air and Sounding Pipes <u>good</u>                   |  |
| Rudder and Sternframe <u>good</u>                        | Cargo and other Hatchways <u>good</u>          | Doubling Plates under Sounding Pipes <u>-</u>        |  |
| Decks <u>good</u>  | Hatches and closing appliances <u>good</u>     | Masts and Rigging examined and found <u>good</u>     |  |
| Superstructures and their closing appliances <u>good</u> | Ventilators, their coamings <u>good</u>        | Condition, how ascertained <u>from dec</u>           |  |
| Coamings and Casings <u>good</u>                         | and closing appliances <u>good</u>             | (State if wedges removed) <u>good</u>                |  |
| Beams and Fastenings <u>good</u>                         | Companionways and Skylights <u>good</u>        | Chain Locker <u>good</u>                             |  |
| Frames <u>good</u>                                       | Shell Openings <u>-</u>                        | EQUIPMENT  |  |
| Reverse Frames <u>-</u>                                  | Ash Shoots <u>-</u>                            | Equipment Letter <u>U</u>                            |  |
| Longitudinals <u>-</u>                                   | Overboard Discharges and Scuppers <u>good</u>  | Anchors, No. of <u>3BLS</u> Condition <u>good</u>    |  |
| Transverses <u>-</u>                                     | Freeing ports <u>-</u>                         | Cables (State if now ranged and examined) <u>Yes</u> |  |
| Floors <u>-</u>  | Steering Gear (Main and Auxiliary) <u>good</u> | " length <u>270</u> mean diam. <u>1 7/8</u>          |  |
| Keelsons <u>-</u>  | examined and found <u>good</u>                 | " (on board) <u>75</u> <u>1 1/2</u>                  |  |
| Stringers <u>-</u>                                       | Windlass examined and found <u>good</u>        | " Rule Length <u>270</u> Size <u>1 15/16"</u>        |  |
| Inner Bottom Plating <u>-</u>                            | Pumps " " " <u>good</u>                        | Hawsers and Warps <u>sufficient</u>                  |  |
| Bulkheads and Tunnel <u>-</u>                            | W.T. Doors " " " <u>good</u>                   | State if any Anchors or Chain Cable have <u>No</u>   |  |
|  |  | now been supplied or retested, if so, <u>No</u>      |  |
|  |  | complete Report 8(Eq) and attach. <u>No</u>          |  |

Endorsement No. 11.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes SRL No. 157 (A) See Below (B) examined and found efficient condition (A) recommended to be deleted. (B) retained as previously recommended. (Pulley shell not endorsed)

REMARKS, REPAIRS, Etc. (Contd.) On completion of all repairs, tanks tested and shell plating hose tested and proven tight. 75 fathom chain cables (p.s.) found reduced to 1 1/2" mean diameter, and recommended to be renewed on vessel's return to U.S. at present voyage. The Owner's Representative stated the 75 fathom chain cable will be ordered and placed on board the vessel when she returns to U.S. at present voyage from Cuba about April, 1958.

One worn shackle renewed with one detachable link marked BC, 6860, 1,7,57, DJA 243930, LR. 341510

Survey Fee DD. \$10.00  
 (1. \$190.00  
 (2. \$ 65.00  
 Special Damage or Repair Fee (if any) W.&T. repairs. \$ 60.00  
 Travelling Expenses (if chargeable) \$ 9.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered 27/3/58

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