

Rpt. 8

Port Marseille No. 12175

BC

Date of writing Report 16th February 1957 When handed in at Local Office 16th February 57 Received London 20 FEB 1957
Survey held at Calque sur Mer No. of Visits two First Date 6th Feb. 19 57 Last Date 24 Feb. 19 57

WRECK SECTION

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. 58.063 on the Iron or Steel M.S. "DORABELLA" ex L.C.T. (L) 284 No. 299
Built at Caudebec By Whom New York S.B. Co When 1942 Year 1942 Month ✓
Owners Societe Franco Badoise Owners' address 6 Rue des Fontonniers, Strasbourg
Managers ✓ Port of Registry Chantiers Maritimes du Midi Date of last exam. in Drydock 12th Feb. 57
Surveyed Afloat or in Drydock on slipway Name of Dock Chantiers Maritimes du Midi

Last Report: No. ✓ Port ✓ 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 BS Machinery MBS
Date of Special and of Drydocking Surveys, etc. 11/52
Coasting Service in Mediterranean and Adriatic
SS 1/52 Ult, Dock 2/56 M 10/54
TS P.S. 2/56

Give dates and references to any letters relating to this Report
Calquegrams 21, 25 & 26th Jan. 57 - Classm (H) lett. 25.1.57
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 ✓ ft ✓ ins
Was a damage report made by anyone else? If so, by whom? ✓

EXAMINATION ~~AND REPAIRS~~ AS PER RULE FOR SPECIAL SURVEY (Part) carried out with a view to complete the Special Survey (C) commenced at MALTA in December 1956.

NOW DONE: Ship placed on slipway: Steel, bottom plating, stern structure and Rudders (not lifted) cleaned and examined.

Examined: Shell side and bottom plating
Upper and second deck plating

Examined internally: Chain locker and fore peak tank
Dry tanks amidships and forward hold.
Aft dry tanks.

frames, longitudinal & transverse B heads and their stiffeners specially examined in the above mentioned compartments
Shell plating also upper and second deck plating drilled } See Rpt 8(Dr) attached hereto

SUMMARY OF DAMAGE REPAIRS

	Shell Plates	Frames	R Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? no Is Classification Certificate required? If so, to be sent to ✓
If so, is the Report sent now, or when will it be sent? ✓ Has Interim Certificate been issued? ✓

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".

For the Information of the Committee.

[Signature]
Pierre FONDEUR
Surveyor to Lloyd's Register of Shipping

Date of Committee TUESDAY 2 APR 1957
Note Subject Deferred for repairs (for postponement of SS)
but assign DS 2, 57,
(Algerian Coasting only meantime)

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SPECIAL SURVEY 'C'

Items	Now Examined		Now Examined Internally		Now Tested	
	YES	NO or NONE	YES	NO	YES	NO
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		Yes		No	
Rudder lifted	No		Yes		No	
Weather Decks, Superstructures and Casings	Yes		Yes		No	
Hatchways, Covers, closing and securing appliances	Yes		Yes		No	
Ventilator coamings, skylights, companionways and closing appliances	Yes		Yes		No	
Fresh Water Tanks	Yes		Yes		No	
Holds	Yes		Yes		No	
Deep Tanks	Yes		Yes		No	
Oil Fuel Bunkers and Settling Tanks	Yes		Yes		No	
Side Tanks	Yes		Yes		No	
Wing Tanks	Yes		Yes		No	
Other Tanks	Yes		Yes		No	
Cargo Tanks (Tankers)	Yes		Yes		No	
Cofferdams	Yes		Yes		No	
Pump Rooms	Yes		Yes		No	
Have Tanks now Examined been Cleaned as Necessary? Yes						
Have Struts in Cargo Tanks (of Tankers) been removed? Yes						
Have Tanks been Retested as necessary after completion of any Repairs? Yes						

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

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? None

Have the bilges been cleaned out and examined? None

Has steelwork had rust removed and afterwards been recoated as necessary? No

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

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

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

Have any alterations to the approved scantlings and arrangements been effected? No If so, report details in body of Report Yes

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	See Rpt 8 (Dr)	✓
" " in way of side scuttles	✓	✓
Rudder and Sternframe	✓	✓
Decks	See Rpt 8 (Dr)	✓
Superstructures and their closing appliances	✓	✓
Coamings and Casings	✓	✓
Beams and Fastenings	✓	✓
Frames	✓	✓
Reverse Frames	✓	✓
Longitudinals	✓	✓
Transverses	See Rpt 8 (Dr)	✓
Floors	✓	✓
Keelsons	✓	✓
Stringers	✓	✓
Inner Bottom Plating	See Rpt 8 (Dr)	✓
Bulkheads and Tunnel	✓	✓
Ceiling and Cargo Battens	✓	✓
Cement or Asphalt	✓	✓
Cargo and other Hatchways	✓	✓
Hatches and closing appliances	✓	✓
Ventilators, their coamings and closing appliances	✓	✓
Companionways and Skylights	✓	✓
Shell Openings	✓	✓
Ash Shoots	✓	✓
Overboard Discharges and Scuppers	✓	✓
Freeing ports	✓	✓
Steering Gear (Main and Auxiliary)	✓	✓
W.T. Doors	✓	✓
Sluice Valves examined and found	✓	✓
Air and Sounding Pipes	✓	✓
Donbling Plates under Sounding Pipes	✓	✓
Masts and Rigging examined and found	✓	✓
Condition, how ascertained (State if wedges removed)	✓	✓
Chain Locker	✓	✓
EQUIPMENT		
Equipment Letter	✓	✓
Anchors, No. of	✓	Condition ✓
Cables (State if now ranged and examined)	✓	✓
" length (on board)	✓	mean diam. ✓
" Rule Length	✓	Size ✓
Hawsers and Warps	✓	✓
State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	✓	✓

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below Yes

REMARKS, REPAIRS, Etc. (Contd.)

Extensive renewal of bottom and side shell plating also of upper and second deck plating and of the framing at bottom in conjunction with longitudinal stiffeners have been recommended in this case.

Repairs not commenced.

Survey Fee (france) \$ 5000

Special Damage or Repair Fee (if any) ✓

Travelling Expenses (if chargeable) \$ 5.600 PK

Second Surveyor's Fee (if any) ✓

Date when A/c. Rendered 16th Feb 1957

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to REPORT Marseilles No. 12175

SHIP'S NAME "DORABELLA" DATE OF DRILLING 12th February 1957

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses. The thicknesses are in hundredths of a millimeter. Drillings to be made in accordance with rules.

STRAKE POSITION	Letter	AMIDSHIPS				FORWARD				AFT				REMARKS			
		Original Thickness	Thickness by Drilling Port	Stbd.	Diminution if any Port Stbd.	Original Thickness	Thickness by Drilling Port	Stbd.	Diminution if any Port Stbd.	Original Thickness	Thickness by Drilling Port	Stbd.	Diminution if any Port Stbd.				
Bridge Sheerstrake	✓																
Bridge Strake below	✓																
Sheerstrake		635	530	530	105	105	625	500	500	135	135	635	450	450	185	185	Side shell plating riveted between frames port & starboard fore & aft
1st Strake below					16.5%	16.5%				29%	29%				28%	28%	
2nd "	side	E.W. 635	560	550	75	85	635	450	500	185	225	635	450	450	185	185	
3rd "					12%	13.5%				28%	27%				28%	28%	
4th "		635	500	510	135	125	✓			✓							
5th "					21%	20%											
6th "		635	500	500	185	135	✓			✓							Bottom plating & beam corrugated
7th "					22%	22%											
8th "	bottom	E.W. 635	500	500	135	135	635	300	300	225	225	635	500	500	135	135	1 to 3 in between frames for a length of approx 60ft amidship
9th "					29%	29%				37%	37%				29%	29%	
10th "		(K) 635	500	500	135	135											
11th "		✓			20%	20%											
12th "		✓															

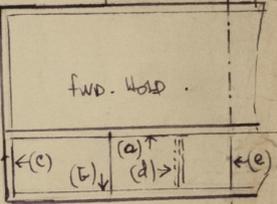
THICKNESSES OF SHELL PLATING IN WAY OF FRAMES & BEAMS IN WAY OF DRY D.B. CARGO TANKS Amidship (See sketch)

STRAKE POSITION	Letter	FORWARD TANK				AFT TANK				REMARKS		
		Original Thickness	Thickness by Drilling Port	Stbd.	Diminution if any Port Stbd.	Original Thickness	Thickness by Drilling Port	Stbd.	Diminution if any Port Stbd.			
Bridge Sheerstrake	(a)	476	150	250	426	226						
Bridge Strake below					476	489						
Sheerstrake												
1st Strake below	(b)	476	250	300	226	176						
2nd "	bot. frame	(1)			489	370						
3rd "		(2)										
4th "		(c)	476	300	300	176	176					
5th "	side frame				476	370						
6th "												
7th "		(d)	476	300	220	176	176					
8th "	framing	(1)			370	370						
9th "		(2)										
10th "		(e)	635	550	85							
11th "	bot. head				130%							
12th "												

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses. STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	Original Thickness	FORWARD		AFT		REMARKS
		Thickness by Drilling Port	Stbd.	Thickness by Drilling Port	Stbd.	
Stringer Plate	635	450	450	185	185	
1st Strake Inboard	476	✓		24%	24%	
2nd "	476	300	350	176	196	Deck riveted fore & aft and p.d.
3rd "				37%	26%	
4th "	476	150	250	326	226	Deck milled and painted transversally in forward hold.
5th "	476	✓		68%	47%	
6th "	476	✓		47%	✓	

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



Signature of Surveyor to Lloyd's Register of Shipping

