

10 MAY 1965
Received London
18 MAY 1965

Ship's Name ~~SS~~MS "LUCIANO CASTRO" 600 Gross tons of Santos
L.R. 521364 Port of Santos Rpt. No. 4276
Is there a rpt. 9? Yes
No. of visits 12 First date 29.12.64 Last date 27.4.65
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) Rio 10206
Date of completing rpt. 8.5.65 Surveyed at, if different from Port above --
Surveyed afloat and/or in D.D. Both Last date of examination in D.D. --
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 |
|-------------------------|----------------------|----------|
| Completion S.S. 180.000 | Rpt. 10 Cr\$ 360.000 | |
| D.S. 60.000 | Repairs Cr\$ 432.000 | |
| | S.A. fee | |

I have surveyed the above ship in accordance with the Rules for Damage, Completion Special Survey and Docking, and Special Items.

DAMAGE - Stated to have happened on the 12th March 1963 when grounded on a sand bank while on voyage Salinopolis to Belem.

Upon examination found:

~~The items not surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.~~

No 2 Keel plate (4.80 m x 1.00 m x 11 mm) heavily set up at frame No 69 and previously doubled.

No 3 keel plate set up between frame spaces.

No 4 keel plate generally set up over length.

No 5 keel plate set up on port side between centre girder and floors.

No 6 keel plate heavily set up between floors on after thir length (2.60 m x 1.00 m x 12 mm).

No 7 keel plate heavily set up over fwd. two thirds of length and doubled (2.75 m x 1.00 m x 12 mm).

P.T.O.

be reinstated in

I recommend that this ship ~~remain as classed with~~ without fresh record of dry docking 3/65 and S.S. 4/64 now as previously recommended and without being subject to the bottom shell plating being examined, but subject to the full complement of chain chable being renewed earliest opportunity. Subject to all other conditions, at present attached to the ship's class by the Society's Surveyors, being dealt with as previously recommended.

(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

TUESDAY 15 JUN 1965

Minute

Deferred for comp Re-classification
(Equipment)FOR CHAIRMAN
CLASS. CITE

ALSO FOR

SPL FOR

TPO

SRL

POSTING

HEADER

CERT

014855-014842-0214 1/5

Note See a write me equip a (u)

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

PORT SIDE "A" STRAKE PLATES

- Nº 2 set up between floors.
Nº 3 set up between floors.
Nº 4 generally set up over its length (2.65 m x 1.20 m x 9 mm).
Nº 5 set up between floors (4.50 m x 1.20 m x 9 mm).
Nº 6 set up over its length with floors (2.75 m x 1.20 m x 9 mm).
Nº 7 heavily set up over its length (8.00 m x 1.20 m x 9 mm).

PORT SIDE "B" STRAKE PLATES

- Nº 2 set up between floors.
Nº 3 set up over its length and locally doubled.
Nº 4 slightly buckled between floors and doublers fitted in way of floor rivets.
Nº 5 set up between floors and doubled in way of rivets.
Nº 6 slightly set up and doubled in way of floor rivets.
Nº 7 set up and doubled in way of floor rivets.

PORT SIDE "C" STRAKE PLATES

- Nº 3 Fwd. 3 ft. set up and one local indent.
Nº 4 set up between floors and strip doubler fitted in way of rivets.
Nº 5 set up between floors.
Nº 6 set up between floors and strip doubler fitted in way of floor rivets.

PORT SIDE "D" STRAKE PLATES

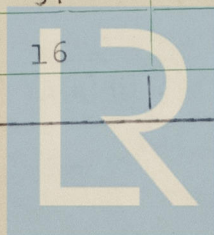
- Nº 4 buckled.
Nº 5 buckled.

PORT SIDE "E" STRAKE PLATES

- Nº 5 buckled and fractured in turn of bilge.

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 | Floors | BEAMS | Centre Girders |
|--------------------------------|--------------|--------|------------------------|-------|------------------------|
| | | | DECK PLATES | | OTHER ITEMS |
| Renewed | 18 | | | | |
| Removed and faired or replaced | 3 | | 9 | | |
| Faired or repaired in place | 8 | | 34 | | |
| Cropped and part renewed | 11 | | 16 | | 2 |
| Prepared & welded | | 32 | | | |



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Lloyd's Register
Foundation

Ship's Name SS/MS "LUCIANO CASTRO"
L.R. 521364

Port of SANTOS Rpt. No. 4276

STARBOARD SIDE "A" STRAKE PLATES

- Nº 2 set up over length.
- Nº 3 local indent and doubled in way of floor rivets.
- Nº 4 generally set up and doubler strips fitted in way of floor rivets.
- Nº 5 heavily set up over length.
- Nº 6 set up and buckled over length.
- Nº 7 set up over length and strip doubled in way of floor rivets.

STARBOARD SIDE "B" STRAKE PLATES

- Nº 3 set up between floors.
- Nº 4 set up on after end.
- Nº 5 strip doubled in way of floor rivets.
- Nº 6 set up and strip doubled in way of floor rivets.
- Nº 7 set up and strip doubled in way of floor rivets.

STARBOARD SIDE "C" STRAKE PLATES

- Nº 5 set up between floors strip doubled in way of floor rivets.
- Nº 6 generally but slightly set up.

STARBOARD SIDE "D" STRAKE PLATE

- Nº 5 buckled and fractured in turn of bilge.

Floors, frames and connecting angle bars, centre girder and bulkheads set up and buckled in way of the above recorded shell plates as later recorded.

NOW DONE:-

- Nº 2 Keel plate (4.80 m x 1.00 m x 11 mm) cut out and renewed.
- Nº 3 keel plate heated and faired in place.
- Nº 4 keel plate removed, faired and refitted.
- Nº 5 keel plate heated, and faired in place.
- Nº 6 keel plate cropped and renewed after third of length in conjunction with keel plate Nº 7.
- Nº 7 keel plate cut out fwd. two thirds of length and renewed in conjunction with Nº 6 keel plate.

PORT SIDE "A" STRAKE PLATES

- Nº 2 heated and faired in place.
- Nº 3 heated and faired in place.
- Nº 4 cut out and renewed.
- Nº 5 cut out and renewed.



- Nº 6 cut out and renewed.
Nº 7 cut out and renewed.

PORT SIDE "B" STRAKE PLATES

- Nº 2 faired in place.
Nº 3 cut out and renewed (2.50 m x 1.30 m x 9 mm).
Nº 4 cut out and renewed (2.60 m x 1.30 m x 10 mm).
Nº 5 cut out and renewed (2.80 m x 1.30 m x 10 mm).
Nº 6 cut out and renewed (2.00 m x 1.30 m x 10 mm).
Nº 7 cropped out and part renewed (0.30 m x 1.30 m x 10 mm) remainder removed, faired and refitted.

PORT SIDE "C" STRAKE PLATES

- Nº 3 cut out and renewed fwd. end (1.00 m x 1.20 m x 12.5 mm) welding butt and local indent faired in place.
Nº 4 cut out and renewed (2.50 m x 1 m x 12.5 mm) remainder removed, faired and refitted.
Nº 5 removed, faired, and refitted.
Nº 6 renewed (3.60 m x 1 m x 12.5 mm).

PORT SIDE "D" STRAKE PLATES

- Nº 4 cut out and part renewed welding butts (3.60m x 0.38m x 12.5 mm).
Nº 5 cut out and part renewed.

PORT SIDE "E" STRAKE PLATE

- Nº 5 cut out and renewed (2.60 m x 1.30 m x 10 mm).

STARBOARD SIDE "A" STRAKE PLATES

- Nº 2 cut out and renewed (4.40 m x 1.20 m x 10 mm).
Nº 3 cropped and part renewed. Indent heated and faired in place.
Nº 4 cut out and renewed (3.50 m x 1.20 m x 10 mm).
Nº 5 cut out and renewed (6.00 m x 1.20 m x 10 mm).
Nº 6 cut out and renewed (5.00 m x 1.20 m x 10 mm).
Nº 7 cut out and renewed (4.00 m x 1.20 m x 10 mm).

STARBOARD SIDE "B" STRAKE PLATES

- Nº 3 heated and faired in place.
Nº 4 cropped and renewed welding butts (2.00m x 1.30m x 10 mm).
Nº 5 cropped and part renewed (6.00 m x 1.30 m x 10 mm).
Nº 6 cut out and renewed (5.50 m x 1.30 m x 10 mm).
Nº 7 cut out and renewed (3.00 m x 1.30 m x 10 mm).



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Port of SANTOS

Rpt. No. 4276

STARBOARD SIDE "C" STRAKE PLATES

Nº 5 Doublers removed, plate released, faired in place and reriveted.

Nº 6 faired in place.

STARBOARD SIDE "D" STRAKE PLATE

Nº 5 cut out and renewed (5.50 m x 0.38 m x 12.5 mm).

Note:- In a number of cases where the damage extended across two adjacent plates, the plates were cropped and renewed in one place.

The following floors, with their shell connecting angles were set up, now cropped out, faired and refitted.

Port Side Nºs. (from aft.) 22, 25, 28, 31, 69.

Starboard Side Nºs. (from aft.) 25, 28, 65, 67.

The following floors with their shell connecting angles were set up, now released, heated and faired in place.

Port side Nºs. (from aft) 23, 24, 34, 43, 44, 45, 46, 47,
48, 49, 50, 55, 56, 57, 58, 59,
60, 61, 62, 63, 64, 65, 66, 68.

Starboard Side Nºs (from aft) 21, 22, 23, 24, 30, 31, 32,
51, 64, 68.

The following floors with their shell connecting angle bars were badly buckled, now cropped and part renewed.

Port Side Nºs. (from aft) 22, 25, 28, 31, 55, 56, 57, 58,
60, 61, 62, 69.

Starboard Side Nºs. (from aft) 25, 28, 65, 67.

Port side Nº 1 D.B. tank, after bulkhead was buckled, now cropped out and part renewed (2.3 m x .61m).

Centre girders at frame spaces, 65/66 was buckled, now cropped out and part renewed (.61 m x .76 m) and 68/69 was buckled, now cropped out and part renewed (.61 m x .30 m).

Forepeak bulkhead (frame 69) bottom 2' 6" was buckled, now cropped and renewed (.76 m x .914 m).

Side frames port and starboard sides effecting 16 frames each side Nos. 36 to 52, were fractured in bottom 18 inches in turn of bilge. Now prepared and welded fractures.

Tank top loose layed, wood ceiling was removed for access and relayed.

All tanks: Forepeak Nos. 1 P & S; Nos. 2 P & S; (Double bottom ballast tanks) and Nos. 3 P & S (Double bottom fuel tanks) opened for access, cleaned and gas freed as necessary, tested, and water tanks cement washed on completion.

New and disturbed work coated as original.

Ballast pipes removed and refitted as necessary for access and tested on completion.

It being recommended that this repair be considered permanent and that the condition of class with reference to bottom shell plating damage be deleted.

Now done for completion of S.S. in accordance with London Cable of 4.1.65:

Bottom damage permanently repaired.

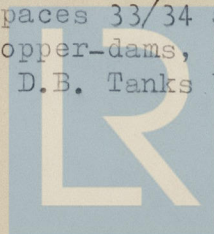
Chain locker found good.

Chain cable ranged and specially examined and found as recorded:-

| Length | Minimum average diameter | Length | Minimum average diameter |
|--------|--------------------------------|--------|--------------------------------|
| 1 | 27/32" 29% / | 7 | 31/32" 6% / |
| 2 | 7/8" 23% / | 8 | 7/8" 23% / |
| 3 | 59/64" 15% / | 9 | 31/32" 6% / |
| 4 | 13/16" 34% / | 10 | 61/64" 10% / |
| 5 | 3/4" 44% / | 11 | 51/64" 37% / |
| 6 | 3/4" 44% / | | |

Two length being missing. It being recommended at this time that a full set of chain cable be placed on board to Rule Requirements. In reply to our letter to the Owners, (see attached copy) the Owners office advise us that they have now ordered from Sweden a complete set chain cable for the ship, and that delivery may take 6/9 months.

Note:- In a copy of the ship's plans, it is recorded that there are copper-dams at frame spaces 33/34 and 53/54, whereas in actual fact there are no copper-dams, or evidence that they have been removed. Nos. 1 and 2 D.B. Tanks being ballast and No 3 D. B. Tank diesel oil fuel.



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Rpt.

(cont.)

Ship's Name SS/MS "LUCIANO CASTRO"
L.R. 521364

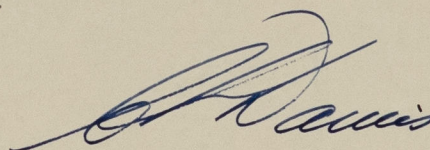
Port of SANTOS

Rpt. No. 4276

Wear and Tear repairs now done:

Sundry minor repairs and adjustments carried out at this time.

Interim Certificate and Special Damage Report (Rpt. 10)
issued as per attached copies.



(C.A.Davies)



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

Ship's Name ~~SS~~/MS "LUCIANO CASTRO"

S.S. (Type C) Due 3/62

L.R. 521364

Port of Santos

Rpt. No. 4276

| <u>Examined & condition</u> | | <u>Examined & condition</u> | |
|--|----------|---------------------------------|------|
| In dry dock from | 25.12.64 | * Air & sounding pipes | Good |
| " " " to | 29. 3.65 | Doublers under " " | Good |
| Shell plating | Good | Steering arrangements (main) | Good |
| Sternframe | Good | " " (aux) | Good |
| Rudder | Good | Windlass | Good |
| Was rudder lifted? | No | Masts & rigging | Good |
| Plating, etc. in way of shell openings | Good | Hand pumps & suction | - |
| Side scuttles & deadlights | Good | W.T. doors | - |
| Overbd. scuppers & discharges | Good | Bulwarks, freeing ports, etc. | Good |
| F.P. spaces | Good | Summer freeboard as verified | No |
| Chain locker | Good | | |
| A.P. spaces | - | | |
| Engine space | Good | | |
| Boiler space | None | | |
| Under E. & B. | Good | | |
| Coal bunker | None | | |
| Tunnel & well space | Good | | |
| Cement, asphalt, etc., on btm. shell | Good | | |
| Weather decks | Good | | |
| * Casings | Good | | |
| * Deckhouses | Good | | |
| * Superstructures | Good | | |
| * Skylights | Good | | |
| * Companionways | Good | | |
| * Hatchways | Good | | |
| * Ventilators | Good | | |
| Other items: | | | |

EQUIPMENT:

| | | |
|------------------------------------|-----------------------|--------------------|
| Equipment letter | h. | |
| Fee ltr., if diff. from eqpt. ltr. | - | |
| Anchors: No. on board | 4 | |
| Cables { | State if ranged | Yes |
| | Length on board | 165 fthms. |
| | Mean dias. range from | See body of rpt. |
| | Rule length | 195 fthDia. 1 1/8" |
| Mooring ropes | Sufficient | |

* 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"



(C.A. Davies)
 Surveyor to Lloyd's Register of Shipping

Foundation

0214 5/5

| HOLDS & 'TWEEN DECKS: | | Examined & condition | TANKS: | Examined & condition | Tested & condition |
|-----------------------|---------------|----------------------|---------------------|----------------------|--------------------|
| No. 1 | Hold | Good | F.P. tank | Good | Good |
| " | 'Tween decks | | A.P. tank | | |
| | | | D.B. tanks & c/dams | | |
| | | | Nº 1 P | Good | Good |
| No. 2 | Hold | | Nº 1 S | Good | Good |
| " | 'Tween decks | | Nº 2 P | Good | Good |
| | | | Nº 2 S | Good | Good |
| | | | Nº 3 P | Good | Good |
| | | | Nº 3 S | Good | Good |
| No. 3 | Hold | | O.F. bunkers | | |
| " | 'Tween decks | | | | |
| | | | Settling tanks | | |
| No. 4 | Hold | | | | |
| " | 'Tween decks | | | | |
| | | | Deep tanks | | |
| No. 5 | Hold | | | | |
| " | 'Tween decks | | Side tanks | | |
| | | | | | |
| No. 6 | Hold | | Wing tanks | | |
| " | 'Tween decks | | | | |
| | | | Other tanks: | | |
| | Cargo battens | Good | | | |
| | Ceiling, etc. | Good | | | |



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