

COPY

LLOYD'S REGISTER OF SHIPPING



Report N^o 4276D

Port of SANTOS (BRAZIL)

1st April 1965

This is to Certify that

CHARLES A. DAVIES

the undersigned Surveyor to this Society did at the request of Messrs. F. S. HAMPSHIRE & CO. LTD., Lloyd's Agent of this port and upon behalf of Messrs. ANDRADE, SILVA, SOUZA (SEGUROS) LTDA., and with the consent of the Owners' Representative, did attend on board the M.S. "LUCIANO CASTRO", 600 tons gross of Santos, whilst in drydock and afloat, at Santos, Brazil, on the 29th December 1964 and subsequently, for the purpose of ascertaining the nature and extent of damage to the hull of the ship.

It was stated at the time of survey that the "LUCIANO CASTRO" recorded in Lloyd's Register of Shipping under N^o 21785 and classed with this Society, as on voyage Salinopolis to Belem on the 12th March 1963 when the ship grounded on a sand bank.

For further particulars see official statements.

Upon examination, the damage as now seen, was confined to the shell plates and internals in way of the forepeak and double bottom tanks, and would appear consistent with the stated particulars and the following repairs recommended without prejudice to the terms and conditions of insurance.

Upon examination found:

N^o 2 Keel plate (4.80 m x 1.00 m x 11 mm) heavily set up a frame N^o 69 and previously doubled.

N^o 3 keel plate set up between frame spaces.

N^o 4 keel plate generally set up over length.

Recommended repairs:

To cut out and renew.

To heat and fair in place.

To remove, fair and refit.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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 third length (2.60m 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).

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 (2.65m 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 9mm).

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.

To heat and fair in place.

To crop and renew after third of length in conjunction with keel plate Nº 7.

To cut out fwd two thirds of length and renew in conjunction with Nº 6 keel plate.

To heat and fair in place.

To heat and fair in place.

To cut out and renew.

To fair in place.

To cut out and renew (2.50m x 1.30m x 9mm).

To cut out and renew (2.60m x 1.30m x 10mm).

To cut out and renew, (2.80m x 1.30m x 10mm).

To cut out and renew (2.00m x 1.30m x 10mm).

To crop out and part renew (0.30m x 1.30m x 10 mm) remainder to remove, fair and refit.

PORT SIDE "C" STRAKE PLATES

Nº 3 Fwd. 3 ft. set up and on a local indent.

To cut out and renew fwd end (1.00m x 1.20m x 12.5 mm) welding butt and local indent to fair in place.

Nº 4 set up between floors and strip doubler fitted in way of rivets.

To cut out and renew (2.50m x 1 m x 12.5mm) remainder, removed, faired and refitted.

Nº 5 set up between floors.

To remove, fair and refit.

Nº 6 set up between floors and strip doublers fitted in way of floor rivets.

To renew (3.60 m x 1 m x 12.5 mm).

PORT SIDE "D" STRAKE PLATES

Nº 4 buckled.

To cut out and part renew welding butts (3.60m x 0.38m x 12.5 mm).

Nº 5 buckled.

To cut out and part renew.

PORT SIDE "E" STRAKE PLATES

Nº 5 buckled and fractured in turn of bilge.

To cut out and renew (2.60m x 1.30m x 10mm).

STARBOARD SIDE "A" STRAKE PLATES

Nº 2 set up over length.

To cut out and renew (4.40m x 1.20m x 10mm).

Nº 3 local indent and doubled in way of floor rivets.

To crop and part renew. Indent to heat and fair in place.

Nº 4 generally set up and doubler strips fitted in way of floor rivets.

To cut out and renew (3.50m x 1.20m x 10mm).

Nº 5 heavily set up over length.

To cut out and renew (6.00m x 1.20m x 10mm).

Nº 6 set up and buckled over length.

To cut out and renew (5.00m x 1.20m x 10mm).

Nº 7 set up over length and strip doubled in way of floor rivets.

To cut out and renew
(4.00m x 1.20m x 10 mm).

STARBOARD SIDE "B" STRAKE PLATES

Nº 3 set up between floors.

To heat and fair in place.

Nº 4 set up on after end.

To crop and renew welding butts (2.00 m x 1.30 m x 10 mm).

Nº 5 strip doubled in way of floor rivets.

To crop and part renew
(6.00m x 1.30m x 10 mm).

Nº 6 set up and strip doubled in way of floor rivets.

To cut out and renew
(5.50m x 1.30m x 10 mm).

Nº 7 set up and strip doubled in way of floor rivets.

To cut out and renew
(3.00m x 1.30m x 10 mm).

STARBOARD SIDE "C" STRAKE PLATES

Nº 5 set up between floors strip doubled in way of floor rivets.

Doublers removed, plate released, fair in place and riveted.

Nº 6 generally but slightly set up.

To fair in place.

STARBOARD SIDE "D" STRAKE PLATE

Nº 5 buckled and fractured in turn of bilge.

To cut out and renew
(5.50m x 0.38m 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 piece.

The following floors, with their shell connecting angles set up, to crop out, fair and refit.

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

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



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Lloyd's Register
Foundation

The following floors with their shell connecting angles set up, to release, heat and fair in place.

Port side N^os. (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 N^os. (from aft.) 21, 22, 23, 24, 30, 31, 32, 51,
64, 68.

The following floors with their shell connecting angle bars badly buckled, to crop and part renew.

Port side N^os. (from aft) 22, 25, 28, 31, 55, 56, 57, 58,
60, 61, 62, 69.

Starboard side N^os. (from aft) 25, 28, 65, 67.

Port side N^o 1 D.B. tank, after bulkhead buckled to crop out and part renew (2.3 m x .61 m).

Centre girders at frame spaces, 65/66 buckled to crop out and part renew (.61m x .76 m); 68/69 buckled to crop out and part renew (.61 m x .30 m).

Forepeak bulkhead (frame 69) bottom 2' 6" buckled to crop and renew (.76 m x .914 m).

Side frames port and starboard sides effecting 16 frames each side N^os. 36 to 52, fracture in bottom 18 inches in turn of bilge. To prepare and weld fractures.

For access, ship to be slipped.

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

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

New and disturbed work to coat as original.

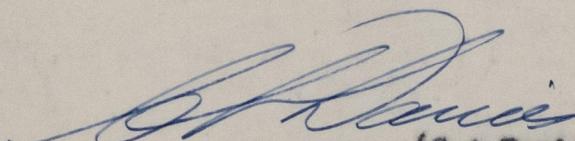
Ballast pipes to be removed and refitted as necessary for access and tested on completion.

The foregoing recommendations were made with the view of placing the vessel in the same good and efficient condition, as before the alleged casualty occurred.

NOTE:- The damage is being repaired at Santos by Messrs.
Wilson Sons S/A.

Number of Visits - 3
Fee - Cr\$ 360.000

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(C.A. Davies)

Surveyor to Lloyd's Register of Shipping

