

Date of writing Report 27 Jan 1941 When handed in at Local Office 1941 Port of CAPE TOWN  
No. in Reg. Book. 1 Survey held at CAPE TOWN Date, First Survey 30th Nov. 40 Last Survey Jan. 19th 1941  
(No. of Visits 15)  
S S PETRAKIS NOMIKOS

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S S PETRAKIS NOMIKOS

8137 on the Wood, Iron or Steel YEAR. MONTH.  
 TONNAGE:— Built at Sunderland By whom Sir J. Laing & Co. Ltd. When 1914-6  
 GROSS 7020 Owners Petros M. Romikos Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
 UNDER DECK 6374 Managers Piraeus Port belonging to Piraeus

*(NET)*

Surveyed Afloat or in Dry Dock? *yep* Name of Dock \_\_\_\_\_ Destined Voyage \_\_\_\_\_

<i>CeD BoR DBa</i>	feet	<i>E &amp; B</i>	feet;	<i>f</i>	feet	} Particulars of Classification ( <i>which must be inserted precisely as in Register Book &amp; Supplements</i> ) <table border="1" style="width: 80%; margin-top: -1em;"><tr><td style="height: 1.2em;"></td><td style="font-size: small;">CHARACTER.</td><td style="font-size: x-small;">and Huller</td></tr></table>		CHARACTER.	and Huller
	CHARACTER.	and Huller							
<i>total capacity</i>	tons. FPT	<i>tons:</i>	<i>A PT</i>	tons;	<i>M T</i>	feet tons.			

<p>only alterations in the existing records of tanks should be inserted.</p> <p>N.B.—All alterations in the existing records should be <u>underlined</u>.</p>		<p>for Special Survey. Date of last Survey and of Periodical Surveys.</p>		<p>Machinery and Boilers Survey (Including date of N.B., if any).</p>
<p>Last Report, No. <u>5011</u> Port <u>Pir</u></p>		<p>+100A1 239</p>		<p>+L.M.C. M.S. 239</p>

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined attached

Was a damage report made by anyone else? if so, by whom? ✓

Society's Freeboard (if assigned) as painted on Ship and now verified } ✓ ft. ✓ in

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through bumping heavily against the "Queen Elizabeth" on 28/11/40 and subsequently while on bunkering duty.  
On examination the following damage was found:—

PORT SIDE:-

- 1 N<sup>o</sup> 3 plate in 3<sup>rd</sup> Strake below sheer line in ood a length of approx. 20' to a max. depth of 2"
- 2 Cofferdam Bldg. boundary bar & one deep frame angle bar set in and approx. 50 more spacing.
- 3 N<sup>o</sup> 3 plate in 4<sup>th</sup> Strake below sheer line over an area of approx 30' to a max. depth of 2"

P.T.O.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ... ..								
Removed and Fair'd or Repaired ... ..								

Fair or Repaired in place		Fair or Repaired in place		Fair or Repaired in place	
PRESENT CONDITION OF THE					
Decks	Good	Bulkheads	See report	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	When fitted, Month
Coamings	"	Cement or Asphalt		Oil Bunkers	Year
Beams & Fastenings	"	Rudder		Scuppers	Boats
Outside Plating	See report	Steering gear and its connections		Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Good	Windlass		Hatches	Condition, how ascertained (State if wedges removed.)
Frames	See report	Have pumps been examined and found efficient?		Planking	Equipment letter
Reverse Frames	"	Have Sluice Valves been examined and found efficient?		Caulking	Anchors, No. of
Longitudinals	"	Have Watertight Doors been examined and found efficient?		Treenails	Cables (State if now ranged)
Transverses	✓	Have Watertight Doors been examined and found efficient?		Breasthooks & Spumson	" length mean diam. (on board)
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?		Transoms, Pointers & Crutches	" Rule length size
Keelsons	✓	Air and Sounding Pipes		Timbers of Frame at openings	Obain Locker
Stringers	See report			" " at other places	Hawser & Warps
Inner Bottom Plating	✓			Stingers, Clamps & Shelves	Standing and Running Riggng
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	Sails

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

*This vessel is eligible in my opinion to remain as classed, subject to permanent repairs being effected to bulk plates, frames etc in way P. No 3 & 4 Summer Tanks, Fore. Cofferdam & Fore Hold & N<sup>o</sup> 2, 4 & 7 Deep Tanks and Star N<sup>o</sup> 1, 2, 3, 4, 6, 7 & 8 Deep Tanks & to N<sup>o</sup> 4 Summer Tank at first convenient opportunity.*

Survey Fee (per Section 20) .....	£	:	:	Fees applied for, 20/1/41
Special Damage or Repair Fee (if any) .....	£	47	- 5 - 0	Received by me, 19
(per Sec. 20)				
Travelling Expenses (if chargeable) .....	£	3	- 17 - 0	19
Second Surveyor's Fee (if any) .....	£	4	- 4 - 0	

*Handwritten:* Sunday Fees

*Signature:* J. J. J. J. J.

*Text:* Surveyor to Lloyd's Register of Shipping.

Committee's Minute      FRI. 16 MAY 1941  
Character Assigned      As now Subject



N<sup>o</sup> 3 Swimmer Tank:- Hull plates set in over an approx 15' x 4' to a max. depth of 2 1/2" & 2 long. in way buckled. One deep frame with lower bracketed. 8' of deep boundary bar set down 3". Rivet & spring.

approx. 15 ft. in  
N<sup>o</sup> 2 Summer Tank: - Hull plates set in over an area of approx.  
25' x 6' to a max. depth of 4". Two long. frames, one  
partial fld. and one transverse frame buckled. Deck  
plates & boundary angle bar in way set down to a max of  
approx 4". about 100 rivets sprung.

2. N<sup>o</sup> 4 D. Deep Tank: - Hull plates set in slightly near  
around (below N<sup>o</sup> 2 Summer Tank). One fuel bracket on Bhd  
slightly buckled.

STAR. SIDE:-

8 N<sup>o</sup> 1 Deep Tank; 4 Brackets on fore Bldg. slightly buckled.

9 N<sup>o</sup> 2 Deep Tank; Hull plates set in over area of approx 35' x 20' to a max. depth of 5". Four fuel brackets on fore. bldg & 4 brackets on after H.R.D. badly buckled and both bulkheads buckled. Six long. frames and two deep frames badly buckled. Rivets in way spring.

10 N<sup>o</sup> 3 Deep Tank; Damage approx. similar to details of Item 9.

Particulars are to be reported in the following form:-

ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

11 N°4 Deep Tank: - 4 gussets on after Plkd slightly buckled.  
12 N°6 Deep Tank: - Hull plates let-in to approx. max of 10" at forward end. For! Plkd sharply buckled at shipside, with angle bars, gussets & stiffeners in way. one deep frame & 6 long. frames buckled. Rivets in way started.  
13 N°7 Deep Tank: - Hull plates let-in over area of approx. 35' x 20' to c max. depth of 10". Ford. & after W.T. Plkd sharply buckled at shipside, with angle bars, gussets and stiffeners in way. Two deep frames badly buckled & roots started. 6 long. frames buckled.

[illegible]

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**14 N°8 Deep Tank:-**

Two gusset brackets on after Bldd. slightly buckled; 6 long frames set in at after end. after Bulkhead margin angle distorted. Rivets in way flattened.

**15 after Deck Bulwark:-** Set in over approx 30' and 5 stiffeners in way buckled.

The following temporary repairs were now carried out:-  
**PORT SIDE**

**1 N°2 Summer Tank:-** one partial bldd cropped, stiffeners & margin angles removed, all fair & re-riveted with butt straps at join. one deep frame cropped and new section of frame made to fit distorted hull plating; margin angles & stiffeners in way fair & all re-riveted. Deck bar welded & all rivets in bar welded at ship side & deck. Two temporary gussets made to shape distorted deck & welded. Deck plate welded in way of fracture.

**2 N°3 Summer Tank:-** one deep frame cropped & new section made to fit to distorted hull plating. margin angles and stiffeners in way fair & all re-riveted.

**STAR. SIDE.**

**3 N°2 Deep Tank:-** 4 gussets on fore bldd & 4 on after bldd, removed & new temp. gussets shaped to distorted plates & riveted. Fore & after deep frames cropped & part renewed with plates shaped to distorted hull; all margin angles & stiffeners in way removed, angle bar & 2 stiffeners fair & other stiffeners renewed and all re-riveted. Seams of hull plating in way welded over & other seams caulked.

**4 N°3 Deep Tank:-** 3 gussets on fore bldd & 3 on after bldd removed, new temp. gussets fitted to distorted plates & riveted. Buckled gussets on fore & after deep frames removed & new temporary gussets fitted. Seams of hull plating welded over 6' & other seams caulked.

**5 N°6 Deep Tank:-** Fore W.T. Bldd. cropped in way of bad distortion & new temporary plate & boundary bars fitted. all gussets in way renewed. Boundary bars welded down edges before riveting. gussets as in Summer Tank (above) removed, fair & re-riveted. Fore deep frame cropped & part renewed & all angle bar & stiffeners in way fair & re-riveted. 5 long frames cropped and part renewed. Hull plate seams welded over 9 ft. & other seams caulked.

**6 N°7 Deep Tank:-** after W.T. Bldd. cropped in way of bad distortion & new plate & angle bars fitted. Part welded down edges before riveting. 6 new temporary



Continued: -

6 (cont.) gussets fitted to distorted hull plates. Forward and after dwp frames cropped & part renewed and all angle bars and stiffeners in way fairer & rivetted. Five gussets on fore. Bldd. renewed. Two long frames cropped and part renewed. Two bldd stiffeners cropped & part renewed. Seams on shipside plating welded over 13' & other seams caulked.

7 N<sup>o</sup> 8 Deep Tank: - Five gussets on after bldd renewed and bldd margin chfl. welded & plate in way welded where split.

8 N<sup>o</sup> 4 Lower Tank: - Three gussets on after bldd re-riveted all loose rivets in hull plates in way of above damage renewed and started rivets welded. all Tanks listed on completion of repairs and seams & rivets caulked as regd.