

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27 Jan 1941 When handed in at Local Office 19 Port of CAPE TOWN
 No. in Survey held at CAPE TOWN Date, First Survey 30 Nov 40 Last Survey Jan 19 1941
 Reg. Book. 81371 on the Wood, Iron or Steel S.S. PETRAKIS NOMIKOS (No. of Visits 15)

TONNAGE— Built at Sunderland By whom Sij J Saing & Co Ltd. When 1914-6
 GROSS 7020 Owners Petros M. Nomikos Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK 6374 Managers Port belonging to Piraeus
 NET 4420

Surveyed Afloat yes or in Dry Dock no Name of Dock _____ Destined Voyage _____
 Cell/Dor/D/Boa _____ feet uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.— All alterations in the existing records of tanks should be underlined.
 Last Report, No. 5011 Port Pir

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100A1</u>	<u>+L.M.C.</u>
<u>2-39</u>	<u>M.S. 2-39</u>
<u>S.S. Pt. 2 N° 3 - 2-39</u>	<u>+N.B. 2-39 (prsf & S a)</u>
	<u>C.L. 1-39</u>
	<u>BS (pa) 3-40</u>

(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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through bumping heavily against the 4th "Queen Elizabeth" on 28/11/40, and subsequently while on bunkering duty.
In connection the following damage was found:—

- PORT SIDE:—
- N° 3 plate in 3rd stoke below sheer let in 500 a length of approx. 20' to a max. depth of 2"
 - Cofferdam Bld. boundary bar & middle frame angle bar let in and approx. 50 rods sprung.
 - N° 3 plate in 4th stoke below sheer let over an area of approx 30' to a max. depth of 2"

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'd or Repaired in place							

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>see report</u>	Engine Room Skylights	Copper, or Y.M. (State if on Feet.)
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c.	When fitted, Month _____ Year _____
Coamings <u>"</u>	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings <u>"</u>	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating <u>see report</u>	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" in way of sidelights <u>good</u>	Windlass	Hatches	Equipment letter
Frames <u>see report</u>	Have pumps been examined and found efficient?	Planking	Anchors, No. of _____
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now changed)
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient?	Treenails	" length _____ mean diam. _____
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" (on board)
Floors <u>✓</u>	Air and Sounding Pipes	Transoms, Pointers & Crutches	" Rule length _____ size _____
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
Stringers <u>see report</u>		" " at other places	Hawsers & Warps
Inner Bottom Plating <u>✓</u>		Stingers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been examined internally? <u>yes</u>		Salting (State if examined.)	Sails
Have the Tanks been tested? <u>yes</u>			

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 of P. N° 3 & 4 Lanner Tanks, 3rd Cofferdam & 3rd Hold & N° 2 & 7 Deep Tanks, and Star N° 1, 2, 3, 4, 6, 7 & 8 Deep Tanks & to N° 4 Lanner Tank at first convenient opportunity.

Fees applied for, 20/1/41

Survey Fee (per Section 20)	£	
Special Damage or Repair Fee (if any) (per Sec. 20)	£	<u>47-5-0</u>
Travelling Expenses (if chargeable)	£	<u>3-17-0</u>
Second Surveyor's Fee (if any)	£	<u>4-4-0</u>

Received by me, _____

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

G. J. J. J.
 Surveyor to Lloyd's Register of Shipping.



- cont. -
 PORT SIDE:
 4 N^o 3 Summer Tank: - Hull plates set in over an area of approx 15' x 4' to a max. depth of 2 1/2" & 2 long. frames in way buckled. one deep frame with lower bracket buckled. 8' of deep boundary bar set down 3". Rivets in way sprung.
 5 N^o 7 D. Deep Tank: - Hull plates set in over an area of approx. 15' x 4' to a max. depth of 2 1/2" & 2 long. frames buckled.
 6 N^o 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 blkd. and one transverse frame buckled. Deck plates & boundary angle bar in way set down to a max of approx 4". about 100 rivets sprung.
 7 N^o 4 D. Deep Tank: - Hull plates set in slightly near crown (below N^o 2 Summer Tank). one joint bracket on blkd slightly buckled.

STAR. SIDE:-

- 8 N^o 1 Deep Tank; 4 brackets on ford blkd slightly buckled.
 9 N^o 2 Deep Tank; Hull plates set in over area of approx 35' x 20' to a max. depth of 5". Four joint-brackets on ford. blkd & 4 brackets on after blkd. badly buckled and both bulkheads buckled. Six long. frames and two deep frames badly buckled. Rivets in way sprung.
 10 N^o 3 Deep Tank; Damage approx. similar to details of Item 9.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

Iron Steam Chain or Steel Wire...

- 11 N^o 4 Deep Tank: - 4 gussets on after blkd slightly buckled.
 12 N^o 6 Deep Tank: - Hull plates set in to approx. max of 10' at forward end. Ford blkd sharply buckled at shipside, with angle bars, gussets & stiffeners in way. one deep frame & 6 long. frames buckled. Rivets in way sprung.
 13 N^o 7 Deep Tank: - Hull plates set in over area of approx. 35' x 20' to a max. depth of 10". Ford & after W.T. blkd & sharply buckled at shipside, with angle bars, gussets and stiffeners in way. Two deep frames badly buckled & rivets sprung. 6 long. frames buckled.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Su
gro

Re

the
su
in
Fo
6,
of

bo

This
"Wh
ccuted,
hatever
try in t
ommitte

t. B.)-2

14 N^o 8 Deep Tank:-

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

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^o 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 bed welded at the side & deck. Two temporary gussets made to shape distorted deck & welded. Deck plate welded in way of fracture.

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

STAR. SIDE.

3 N^o 2 Deep Tank:- 4 gussets on fore bldd & 4 on after bldd, removed & new temp. gussets fitted 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 and other seams caulked.

4 N^o 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 ft & other seams caulked.

5 N^o 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 on deck Summer Tank (above) removed, fair & re-riveted. Fore deep frame cropped & part renewed & all angle bars & 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^o 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 dup frames cropped & part renewed and all angle bars and stiffeners in way fairing riveted. 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^o 8 Deep Tank: - Five gussets on after bldd renewed and bldd margin chfl. welded & plate in way welded where split.

8 N^o 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 reqd.