

COPY.

Lloyd's Register of Shipping.

Port CAPE TOWN.

20th January 1941.

This is to Certify that

IDWAL WILLIAM JONES EVANS.

the undersigned Surveyor to this Society did at the request of Messrs. Sturrock (Cape) Limited, and the Master, survey the S.S. "PETRAKIS NOMIKOS", of Piraeus, 7,020 tons gross, whilst afloat at Cape Town, on the 30th November 1940, and subsequently, for the purpose of ascertaining the nature and extent of the damage, stated to have been sustained through bumping heavily against the s.s. "Queen Elizabeth", whilst alongside on bunkering duty, on the 28th/30th November 1940, in Table Bay.

On examination the undersigned found the following damage:-

PORT SIDE:

No.3 Plate in 3rd Strake below sheer, set in over a length of approximately 20 ft. to a maximum depth of 2 inches.

COFFERDAM Bulkhead boundary bar and one deep frame angle bar set in, and approximately 50 rivets sprung.

No.3 Plate in 4th Strake below sheer set in over an area of approximately 3 sq. ft. to a maximum depth of 2 inches.

No.3 SUMMER TANK: Hull plates set in over an area of approximately 15 ft. x 4 ft. to a maximum depth of 2½ inches, and two longitudinal frames in way buckled. One deep frame with lower bracket buckled. 8 ft. of deck with boundary bar set down 3 inches. Rivets in way sprung.

No.7 PORT DEEP TANK: Hull plates set in over an area of approximately 15 ft. x 4 ft. to a maximum depth of 2½ inches, and two longitudinal frames in way buckled.

No.2 PORT SUMMER TANK: Hull plates set in over an area of approximately 25 ft. x 6 ft. to a maximum depth of 4 inches. Two longitudinal frames, one partial bulkhead and one transverse frame buckled. Deck plates and boundary angle bar set down to a maximum of approximately 4 inches. About 100 rivets sprung.

No.4 PORT DEEP TANK: Hull plates set in slightly near crown (below No.2 Summer Tank). One gusset bracket on Bulkhead slightly buckled

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Over/

STARBD. SIDE:

No.1 DEEP TANK: 4 Brackets on ford. Bulkhead slightly buckled.

No.2 DEEP TANK: Hull plates set in over an area of approximately 35 ft. x 20 ft. to a maximum depth of 5 inches. 6 longitudinal frames and 2 deep frames badly buckled. 4 Gusset brackets on forward Bulkhead and 4 gusset brackets of after bulkhead badly buckled, and both bulkheads buckled. Rivets in way of above sprung.

No.3 DEEP TANK: Damage approximately similar to details of Item 9.

No. 4 DEEP TANK: 4 Gusset brackets on after Bulkhead slightly buckled.

No.6 DEEP TANK: Hull plates set in to approximately maximum of 10" between Forward W.T. Bulkhead and first deep frame. Bulkhead sharply buckled at shipside, with angle bars, gusset brackets, and transverse stiffeners in way. One Deep frame and 6 longitudinal frames buckled. Various rivets in way started.

No.7 DEEP TANK: Hull plates set in over an area of approximately 35 ft. x 20 ft. to a maximum depth of 10 inches. Forward and after W.T. Bulkheads sharply buckled at shipside, with angle bars, gusset brackets and transverse stiffeners in way. Two deep frames badly buckled and rivets sheered. 6 longitudinal frames set in. Various rivets in area started.

No.8 DEEP TANK: 5 gusset brackets in after Bulkhead slightly buckled. 5 longitudinal frames set in at after end. Various rivets in way started. After. Bulkhead margin badly distorted.

AFTER DECK BULWARKS: Set in over a distance of approximately 30 ft. with 5 stiffeners in way.

The following temporary repairs have now been carried out:-

PORT SIDE:

No.2 SUMMER TANK: One partial Bulkhead cropped, stiffeners and margin angle bars removed, all faired and re-riveted with butt straps at join. One Deep frame cropped and new section of frame made to fit distorted hull plates; margin angle and stiffeners in way faired, and all re-riveted.

Deck boundary bar welded, and all rivets in bar welded at shipside and deck.

Two temporary stiffening gussets made to shape distorted deck, and welded.

Deck plate welded in way of fracture.

No.3 SUMMER TANK: One deep frame cropped and new section of frame made to fit distorted hull plates; margin angle and stiffeners in way faired and all re-riveted.

STARBD. SIDE:

No.2 DEEP TANK: Four gusset brackets of forward bulkhead and four gusset brackets of after bulkhead removed, and new temporary brackets shaped to distorted plates and riveted. Forward and after Deep frames cropped and part renewed with plates shaped to distorted hull; all margin angles and stiffeners in way removed, angle and two stiffener faired, other stiffeners renewed and all re-riveted. Seams of Hull plates in way welded over 4 ft. and other seams caulked.

No.3 DEEP TANK: Three gusset brackets on forward bulkhead, and three brackets on after. bulkhead removed, and new temporary gussets fitted

Over/

Temporary repairs (contd.)

SHIP SIDE: (Contd.)

distorted plates and rivetted. Distorted gussets removed from forward and after deep frames, and new temporary gussets fitted to distorted plates and re-rivetted. Seams in shipside plates in way welded over 68 feet and other seams caulked.

NO. 6 DEEP TANK: Forward W.T. Bulkhead plate cropped in way of bad distortion and new plate fitted to distorted hull plating. Boundary angle bar in way renewed. All gusset brackets in way renewed with temporary gusset fitted to distorted hull plates. Boundary bar welded down both edges before rivetting. Gussets under Summer Tank (above) removed, faired and re-rivetted. Forward Deep Frame cropped and part renewed, and all angle bars and stiffeners in way faired and replaced. Five longitudinal frames cropped and part renewed. Seams on shipside plating welded over 9 ft. and other seams caulked.

NO. 7 DEEP TANK: After W.T. Bulkhead plate cropped in way of bad distortion, and new plate fitted to distorted hull plating. Boundary angle bar in way renewed and welded down both edges before rivetting. Six new temporary gussets fitted to distorted hull plates. Forward and after deep frames cropped and part renewed, and all angle bars and stiffeners in way faired and re-rivetted. Five gusset brackets on forward W.T. Bulkhead renewed. Two longitudinal frames cropped and part renewed. Two Bulkhead stiffeners cropped and part renewed. Seams on shipside plating welded over 13 ft. and other seams caulked.

NO. 8 DEEP TANK: Five gusset brackets on after bulkhead renewed, and bulkhead margin angle welded and plate in way welded where found split.

NO. 4 SUMMER TANK: Three gusset brackets on after bulkhead re-rivetted.

All loose rivets in Hull plates in way of above damage renewed, and started rivets welded.

All Tanks tested on completion of repairs and seams and rivets caulked as required to make good.

James Rose

ACTING SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Foundation