

COPY

REPORT N^o 1127-D

LOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port of Genoa

24th February, 1954.

Two A

This is to Certify that

G. MONTANI & A. ANSALDO

the undersigned Surveyors to this Society did at the request of Messrs. Thomas L. Carr & Son, Lloyd's Agents at this Port, attend on board the S/S. "S H A H I N", 7159 tons gross, of Panama, on the 22nd September 1953 and subsequently, whilst in dry dock and afloat at this port, in order to ascertain the nature and extent of damage stated to have been sustained through heavy weather encountered on 6th, 7th and 24th December 1952 whilst on voyage from San Pedro, Cal. to Moji (Japan) and on 14th and 15th May 1953 whilst on voyage from Rotterdam to Baltimore.

Vessel's Log Book sighted, for further particulars, please see extract of same attached hereto.

Upon examination of vessel in dry dock the following damage was found and the accompanying recommendations were made by the Undersigned Surveyors, acting also as Classification Society Surveyors :-

FOUND

RECOMMENDED

1) RUDDER

- Skeg bush loose.
- Neck bearing bush loose.
- Plating (portside) cracked for about 500 mm. in way of 1st web above shelf.
- Plating (stbd. side) cracked for about 300 mm. in way of 2nd web above shelf & for about 100 mm. in way of 1st web above shelf.

To be renewed after re-boring skeg.

To be renewed after re-machining bore of bearing.

Plating to be part renewed by fitting a new welded insert plate.

Plating to be renewed by fitting a new welded insert plate.

- Continued -

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."

S/S. " S H A H I N "

FOUND

- Several cracked slot welds in plating (p & s).

RECOMMENDED

To be veed out and re-welded.

Rudder tube to be submitted to hydrostatic test before repairs in order to ascertain any possible damage to same and rudder to be tested on completion of repairs.

2) STERN BUSH

- The stern bush has been found loose & with all its securing stud bolts broken. The internal surface of the stern tube found rough & wasted.

The screw shaft to be drawn in, the stern bush renewed with all its securing bolts, after machining the stern tube in way of the stern bush.

The above recommendations were made with a view to restore the vessel in the same condition she was before the alleged casualty occurred.

In connection with the cause to which the above damage are attributed by the Owners, we have to make the following remarks:-

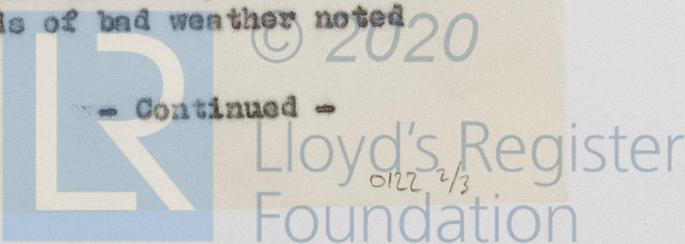
- a) Defects such as those found in the rudder are not uncommon on "Fort" ships but, in our opinion, they may be aggravated or precipitated when the rudder is strained during heavy weather such as that alleged to have been encountered during the above periods.
- b) After perusal of Vessel's Log Book, it was ascertained that in addition to the alleged causes the following period of heavy weather were also encountered since the last drydocking, carried out on 29th October 1952 :-

- on 12th November 1953 whilst on voyage from Montreal to Panama Canal ;
- on 12th to 25th February 1953 whilst on voyage from Moji (Japan) to Vancouver ;
- on 3rd and 4th May 1953 whilst on voyage from Baltimore to Rotterdam.

From the entries in the Log Book it appears that the most severe heavy weather conditions were experienced during the voyage from San Pedro, Cal. to Moji (Japan) in December 1952 when damages of a major nature were sustained by upper deck and fittings (please see Shimonoseki Report LA-9301 dated 22nd January, 1953).

It is therefore considered reasonable to assume that the damages now found were precipitated owing to the very heavy weather encountered in December 1952 and that they became more extensive during the subsequent periods of bad weather noted above.

- Continued -



This Certificate is issued in accordance with the provisions of the Act of 1894 and the Rules made thereunder. It is a condition of the issue of this Certificate that the vessel shall be surveyed and certified in accordance with the provisions of the Act and Rules.

REPORT N° 1127-7 (Contd.)

24.2.1954.

S/S. " S H A H I N "

The repairs were entrusted by the Owners to Messrs. Metalli, Officine Meccaniche e Navali, of Geneva, and satisfactorily carried out during the following periods :-

- from 22nd to 30th September 1953 in dry dock when rudder and tailshaft were removed, skeg and sterntube re-bored, and new skeg bush fitted.
- from 1st to 8th October 1953 afloat when repaired rudder was fitted with the assistance of a diver, new stern bush fitted, tailshaft and propeller refitted by trimming the vessel forward.

On completion of repairs, the Owners presented a bill quoting the following prices :-

- Repairs to rudder : Lit. 2,830,000.
- Drawing in & refitting of tailshaft : Lit. 748,000.
- Machining of stern tube & renewal of stern bush : Lit. 3,100,000.

The above prices are considered fair and reasonable and in accordance with those now prevailing at this port with the following remarks :-

- The above prices include also the extra charge for work carried out in overtime hours: it is estimated that the excess cost incurred through overtime work is about 15 % of the above figures. It is considered however that the period required for the repairs actually carried out in dry dock should not have exceeded the time actually spent in dry dock in any case.
- The cost of the machining of the stern tube and of the new stern bush supplied, is considered high and it has been caused by the fact that being the vessel urgently required, the bronze bush has been machined from a bronze cast, the only available, bigger than required. A fair price for this repair should have been, in my opinion, Lit. 2,200,000.

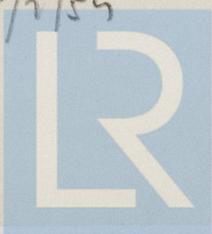
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SURVEYORS TO LLOYD'S REGISTER OF SHIPPING

Fee & Exps. £. 100-17-0
 Fee for Damage £. 87-15-0
 Car fund £. 2-12-0
 Off. Exps. £. 10-10-0

25/2/54

GMO:mb.



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Lloyd's Register Foundation

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