

Rpt. 8.

(Received at London Office)

PALERMO
21 JUN 1954

No. 5172

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th June, 54. When handed in at Local Office 19th May, 54. Port of NAPLES

No. in Survey held at PALERMO Date, First Survey 12th May, Last Survey 17th May, 1954.

Reg. Book 7334 on the M.V. "PERICLES" (No. of Visits Seven)

Built at Gothenburg By whom A/B. Gotaverken When 1949 MONTH 9mo

TONNAGE: 9938 GROSS 9054 UNDER DECK 5893 NET

Owners D/SA/S. Eikland Owners' Address - (If not already recorded in Appendix to Register Book)

Managers Isak M. Skaugen Port belonging to OSLO

Surveyed Afloat or in Dry Dock? Both Name of Dock C.N.R. Floating Dock. Destined Voyage -

Cell D/Bor D/Ba feet: uE&B feet: f feet: f

total capacity tons. FPT tons: APT tons: MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. - All alterations in the existing records should be underlined.

Last Report, No. 140 Port Sog

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).

+100 A1 8:53 +IMC. 9:49 CS 6.53

SSMSI 8.53

ELEC. WELDED

Carrying Petroleum in bulk.

OIL ENGINES

Continuously Surveyed.

Society's Freeboard (if assigned) as painted on Ship and now verified

Underwriters Surveyor.

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

Not required

PAIRS, OR EXAMINATION AS PER RULE FOR DOCKING DAMAGE and REPAIRS.

NOW DONE DOCKING :- Vessel placed in dry dock. Bottom and rudder cleaned examined and recoated.

The deck, casings, coamings, hatchways, ventilators, air and sounding pipes

closing appliances, steering gear, windlass and general equipment examined

where practicable and found in satisfactory condition.

For damage to vessel alleged to be as a result of heavy weather experienced

during loaded voyage from Mana al Ahmadi to Swansea on the dates October, 31,

November 1st and 2nd, 1953.

Damage 'A' to bridge front p.s. set in and buckled necessitating the renewal of 25% of same

and fairing in place the remainder up to the centre line.

The apron plate and the top bar above this to crop and part

PRIMARY OF DAMAGE REPAIRS :-

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items :- (P.T.O.)

Renewed ...

Removed and Faird or Repaired

Faird or Repaired in place

SENT CONDITION OF THE

Pt ex'd good Bulkheads Pt ex'd good

Ceiling good

Cement or Asphalt good

Rudder good

Steering gear and its connections good

Windlass good

Have pumps been examined and found efficient? good

Have Sluice Valves been examined and found efficient? good

Have Watertight Doors been examined and found efficient? good

Have Ventilators and their Coamings been examined and found efficient? yes

Air and Sounding Pipes. good

Doubling Plates under Sounding Pipes. good

Engine Room Skylights. good

Coal Bunkers, Openings, Covers, &c. good

Oil Bunkers. good

Scuppers. good

Cargo Hatchways. good

Hatches. good

Planking. good

Caulking. good

Treenails. good

Breasthooks & Stems. good

Transoms, Pointers & Crutches. good

Timbers of Frame at openings. good

Stringers, Clamps & Shelves. good

Selling. good

State if examined

Copper, or Y.M. (State if on Felt.)

When fitted, Month Year

Boats. good

Masts, Yards, &c. good

Condition, how ascertained from deck

Equipment letter. good

Anchors, No. of 3B and 1S

Cables (State if now ranged) No

length Stated mean diam. -

(on board.) Correct size -

Rule length No

Chain Locker Sufficient

Hawsers & Warps. good

Standing and Running Rigging. good

Sails. good

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."

The vessel, so far as now seen, is in satisfactory condition and eligible for retention of

class and fresh record of Docking 5,54, subject to (p.s.) bridge front and structure in way,

being permanently repaired by next dry docking. Also to welded repairs to rudder pintle shaft

W. 5,54 Pal.) being re-examined afloat by 11,54.

Fee (per Section 23) 10.000

Fees applied for, 19.

Damage or Repair Fee (if any) 56.000

(per Sec. 23) 14.700

Surveying Expenses (if chargeable) 12.000

Second Surveyor's Fee (if any)

Received by me, 19.

Surveyor to Lloyd's Register of Shipping.

THURSDAY 8 - JUL 1954

554 Pal. subject

TUESDAY 10 AUG 1954

Deferred for comp DBS

013042-013051-0209 1/2

Continuation M.V. " PERICLES "

vertical and about 6" long and located at the edge of the weld of the flange of the web referred to.

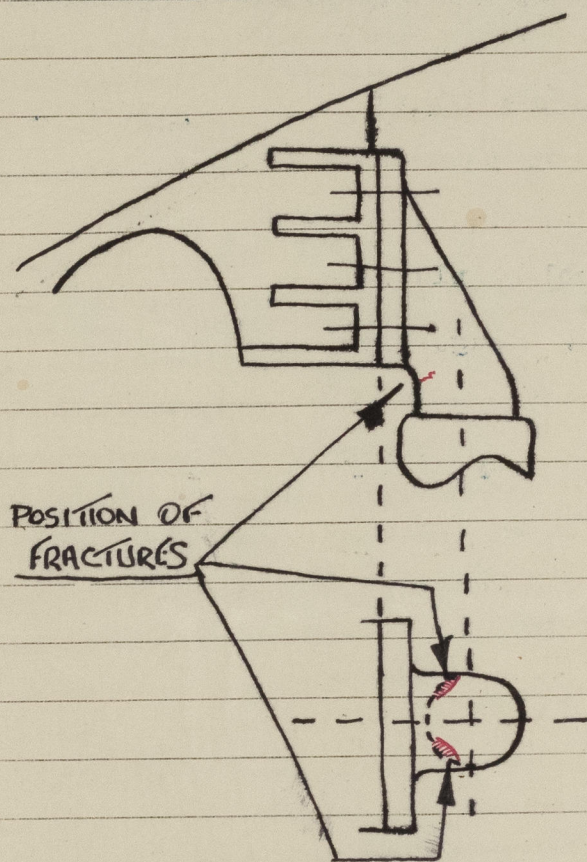
Fractures drilled as extremities, veed and welded.

The web slotted back at weld connections to the bulkheads for about 9" and 'iron' shaped welded doublers interposed.

Repairs have tested on completion and proved tight.

DAMAGE 'C' to pintle shaft of rudder.

Rudder pintle shaft fractured port and starb' at the neck of the shaft immediately below the upper palm coupling (see sketch).



Pintle shaft removed with rudder and fractures to shaft eliminated by cutting subsequently magno-flux tested at a depth of removal of material of eleven m/m. for both p & s fractures.

The shaft preheated and welded and finally dressed smooth, checked for distortion and found satisfactory.

It was necessary to machine back the upper shaft liner by some two inches prior to welding.

The above constitutes a satisfactory repair but it is recommended that same be re-examined within six months.

This can be done afloat.