

31 AUG 1933

M.V. "PECTEN"

Cco, 687.

This vessel is reported by the Curacao Surveyor to have a cracked crank web.

Temporary repairs have been effected to his satisfaction to enable her to proceed on her voyage to the United Kingdom.

The Surveyor recommends that the vessel proceed at reduced speed (approx. 65 revs.) to the United Kingdom for permanent repairs.

It is submitted the class be continued subject to the main crank shaft being permanently repaired on arrival on this side.

In a letter dated the 31st ultimo the Surveyor asks for an opinion regarding electric welding as a ~~measure~~ of repair in a similar case if no suitable materials are available.

In this case the Owners' Representative desired to weld the cracked crank web and pointed out that the ends of the journals and crank pins were already welded to the webs to the exclusion of the usual dowels.

It is submitted the Surveyor be informed that he should be guided by the 'Instructions to Surveyors' which point out that welding repairs to shafting are not permitted by the Committee, and his action in this case in resisting the proposed welding of the crank web was quite in order.

Some years ago permission was given to weld the ends of crank journals and crank pins, but that is quite a different matter to welding a crank web which is cracked for the full depth to the pin.

The practice of welding the ends of journals and pins has been abandoned as it was found that the welding cracked and the pins and journals became slack in the webs.

As regards the question of materials for

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suitable repairs not being available it is considered that in a port like Curacao, which is used by a considerable number of vessels, including large motor tankers, suitable material for repairs should always be available and he should if necessary bring this to the notice of local repairers.

30.8.33.

Owners state that  
today that the C. shop  
has been removed at Lowe  
& the vessel sailed from the  
Tonne last night  
1/9/33



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