

W69-0182 1/2

Ship Surveyor.....

Received from Chief Ship Surveyor.....

ME

Steel Sc. "PETSAMO"

Rpt.

Cpn.

No. 8665

of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement. —Extract from Sub-Committee's Report, 24/5/92.)

2nd. S.S. No. 3. ADVANCED & DAMAGE

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in 20 th of an inch.

CE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thick-ness.	Thickness by drilling		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
STRAKE	14	15	14	-	-	11	11f	12½	-	-	11	12b	11f	-	-	f. full; b. bare
	13	14f	14b	-	-	10	11	10½	-	-	10	11	11b	-	-	
STRAKE	13	N	13	-	-	10	11½	11b	-	-	10	11½	11f	-	-	N: Renewed on account
	12	N	12b	-	-	9	9	9½	-	-	9	11½	10	-	-	of damage.
	13	9½	10b	3½	3f	10	10f	10½	-	-	10	8½	8b	1½	2b	
	12	11	11	1	1	9	8f	9b	1b	-	9	9f	9½	-	-	
	14	13½	13½	½	½	11	9½	9	1½	2	11	9f	10b	2b	1f	
						10	10f	9	-	1	10	10	10	-	-	
						11	11f	11	-	-	11	11½	11½	-	-	
											9	10	10	-	-	

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to rudder gudgeons, repaired by electric welding 5.27, being specially examined at the next dry docking, indented bottom plating dealt with and the length of chain cables ascertained at the first convenient opportunity.

The 2nd S.S. No. 3, due 9.31, has been partly held.

The results of the drilling of the shell plating above the waterline were approved in July last, provided all plates in 1st and 2nd strakes below main sheerstrake on port side within the half-length amidships worn to below 9/20" be renewed or doubled and provided the remainder of the shell plating when drilled be found satisfactory.

P.T.O.

-2-

Steel Sc. "PETSAMO"

The vessel required to be examined in dry dock on account of grounding.

The Copenhagen Surveyors now report the vessel placed in dry dock and the special survey advanced.

The shell plating has been drilled below the waterline and the complete drillings which are shewn above are satisfactory.

The bottom has been cleaned and coated, repairs effected to tank top, floors, foremast and minor repairs carried out.

Owing to damage through grounding and causes not known 1 keel plate and 3 shell plates have been renewed and repairs effected to shell plating, frames, floors, intercostals and minor repairs carried out.

The E.W. repairs to the rudder gudgeons have been examined and found satisfactory.

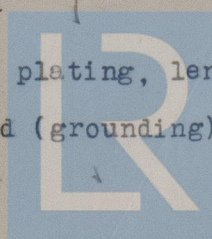
The length of chain cable has been checked and found in order.

The shell plating in the 1st and 2nd strakes below the sheerstrake has been again drilled on the port side within the half-length amidships and apart from J8, which has been renewed for damage, no shell plates were found to be below $9\frac{1}{2}/20"$ thick.

It is submitted action be deferred.

To complete the survey:- See report.

Delete from S.R.L. "Indented bottom plating, length of cable to be ascertained, vessel to be dry docked (grounding) and shell plating to be dealt with."



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