

Gross 5581  
S/S. "ALASKA".

Recommendations for temporary repairs to enable vessel to proceed to port of repair.

- 1- Vessel to be placed in drydock.
- 2- Shell plating around the hole on the starboard side of No. 1 hold to be dressed as far as practicable to allow of planking being efficiently fitted.
- 3- On the collision bulkhead and every frame in way of hole double wood frames to be fitted, each portion 13" x 7", shaped to the lines of the vessel. Each double frame to extend above the upper side stringer and connected by bolts to each side of upper existing portion of frames. The lower ends of the frames to be bolted to shell plating and floors as possible.
- 4- On the under side of the upper side stringer a fore and after shelf timber to be fitted of approximately 15" x 12" to which the frames are to be securely bolted.

A longitudinal timber to be fitted at the lower ends of the frames, secured to the steel structure by bolting and to be efficiently shored.

The lower ends of the frames to be notched in and bolted thereto.

Intermediate longitudinal timbers about 15" x 10" to be fitted in line with the centre and lower side stringers and fitted with efficient cross shores from side to side. Vertical shores to be fitted above and below cross shores between tank top and deck head.

A 4" angle iron to be welded to the shell plating about 2'-0" from edges of the hole and 4" wood planking fitted, secured to the shell plating and wood frames. This outside planking to be caulked.

All started shell plating in way of the damage to be welded or caulked as necessary.

The collision bulkhead to be made tight by fitting an efficient cement box, or welded patches.

No. 1 upper deck hatch beams to be fitted in place with necessary fairing and efficient wood hatch covers to be supplied.  
(Tarpaulins to be supplied by ship).

No. 3 and 12 plates of 'L' strake (sheer strake) starboard side to be veed out along line of fracture, welded and efficient doubling plates fitted extending 3'-0" each side of fracture.

No. 13 plate of 'M' strakes port side to be welded at fracture and efficient riveted strap fitted.

Bulkhead between No. 1 and No. 2 holds to be fitted with horizontal wood stiffener at 1/3 height above tank top and several shores to be fitted to tank top.

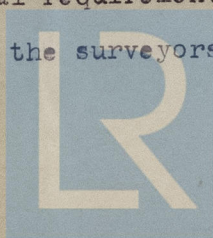
Shell forward and No. 1 hold forward and after bulkheads to be hose tested on completion of repairs and proved tight.

Safety valve chest on the centre main boiler to be renewed.

Forward intermediate shaft bearing to align as necessary.

A sketch showing the principal requirements of the repair is attached.

Bolting and shoring to be to the surveyors satisfaction



Lloyd's Register  
Foundation

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