

Rpt. 8

Port Gothenburg

No. 24059

Date of writing Report 21st April, 1958

When handed in at Local Office 25th April, 1958

Received London

Survey held at Gothenburg

No. of Visits 43

First Date 19/6 19 57

Last Date 27/3 19 58

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

02776

on the ~~XXXX~~ Steel M.S.

"AXEL JOHNSON"

Tons gross 5041

Year Month

When 1928 - 8

Built at Gothenburg

By Whom

A-B. Götaverken

Owners

Rederi A-B. Nordstjernan

Owners' address

(If not already in R.B.)

Managers

Axel Axelsson Johnson

Port of Registry

Stockholm

Surveyed Afloat or in Drydock

Both

Name of Dock

A-B. Lindholmens Varv

Date of last examn. in Drydock 24/3 1958

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

19842

Port

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1
with freeboard
6,51

+LMC 4,47

DBS 6,51

TS OG

ssGot.-4,47

P 6,50

S 6,51

Ref. Mchy.

LAID UP PENDING REPAIRS - CLASS

SUSPENDED 1,53

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined.

Offered to

Freeboard as marked on ship and now verified

2

ft 11.1/4 ins

Owners, but not required

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

Yes, Underwr. surveyor

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING and DAMAGE, stated to have been caused by

- 1.- contact with quayside at Buenos Aires on the 25th November, 1947,
- 2.- contact with quayside at Buenos Aires on the 6th November, 1948,
- 3.- contact with quayside at Le Havre on the 13th May, 1950,
- 4.- contact with quayside at Buenos Aires on the 18th November, 1950,
- 5.- grounding at Stockholm on the 10th February, 1951,
- 6.- contact with quayside at Buenos Aires on the 17th April, 1951,
- 7.- contact with quayside at Buenos Aires on the 26th December, 1951,
- 8.- contact with quayside at Buenos Aires on the 29th January, 1952, and
- 9.- the cause of which was not stated,

for PERIODICAL SPECIAL SURVEY "D" (Ship 29½ years old), ALTERATIONS and CONDITIONS OF CLASS.

Damage repairs now effected:

Damage No. 1:

Shell plating, starboard side forward (Plate numbered from forward):

I-strake plate No. 3 removed, faired and replaced.

1 frame cropped and renewed for 2 Metres.

CONTINUATION OVER ~~XXXXXXXXXX~~

	Shell Plates	Frames	R. Frames	Floors xxxx	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS		12		XXXXXXXXXX				
Renewed	12 partly	1 partly		3				
Removed and Faired or Repaired	6 partly	28		11				
Faired or Repaired in place	34	27		7				

See report

Has a Survey also been held on machinery of the Ship?

Yes

Is Classification Certificate required? If so, to be sent to

Yes, Gothenburg Office

If so, is the Report sent now, or when will it be sent?

Sent now

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship is in good condition and eligible, in my opinion, to remain as classed with fresh record of DS 3,58 and notation of ssGot.-3,58(Dr).

N. J. T. B. G. Johnson
Surveyor to Lloyd's Register of Shipping

TUESDAY 17 JUN 1958

Date of Committee

Minute

See B.S. 29.33

30m. 8,55



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003162-007740224

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR RECLASSIFICATION - SPECIAL SURVEY "D"

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	Nos. 1,2,3,4,5 and 6 (Oil Fuel) - Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds	Yes	Fresh Water Tanks	Yes	Yes
		Deep Tanks	None	None
		Oil Fuel Bunkers and Settling Tanks	None	None
Tween Decks	Yes	Side Tanks (Tunnel)	(Oil Fuel) - Yes	Yes
		Wing Tanks	None	None
Fore Peak Spaces	Yes	Other Tanks		
After " "	Yes	Cargo Tanks (Tankers)		
Engine Space	Yes			
Boiler "	None			
Under Engines and Bunkers	Yes			
Tunnel and Well	Yes			
Coal Bunkers	None	Cofferdams		
Chain Locker	Yes	Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes

Has a Load Line Survey been held? Yes If so, state which Renewal Freeboard Survey

Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached No. Approved in London the 30th August, 1957.

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	--
" " in way of side scuttles	Good	Cement COCKPIT	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained (State if wedges removed)	Examined
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	EQUIPMENT	
Frames	Good	Shell Openings	Good	Equipment Letter	z
Reverse Frames	Good	Ash Shoots	--	Anchors, No. of 3 B, 1 S Condition	Good
Longitudinals	--	Overboard Discharges and Scuppers	Good	Cables (State if now ranged and examined)	Yes
Transverses	--	Freeing ports	Good	" length 270 fms. mean diam. 57-55 mm (on board)	
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" Rule Length 270 fms. Size 57 mm	
Keelsons	Good	examined and found	Good	Hawsers and Warps	Good
Stringers	Good	Windlass examined and found	Good	State if any xxxxxx Chain Cable have 10 x 15 fms	
Inner Bottom Plating	Good	Pumps " " "	Good	now been supplied xxxxxx if so now renewed	
Bulkheads and Tunnel	Good	W.T. Doors " " "	Good	complete Report 8(Eq) and attach.	Yes

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below ---

REMARKS, REPAIRS, Etc. (Contd.)

Damage No. 2:

Shell plating, starboard side amidships:

E-strake plate No. 11 faired in place,

E- " " " 12 removed, faired and replaced, and renewed 1400 x 1500 x 16 mm.,

F- " " " 10 faired in place,

G- " " " 10 faired in place,

H- " " " 10 faired in place.

Bilge keel in way removed, faired and replaced 2000 x 275 x 13 mm.

Frames in way placed in order.

(Continued)

Survey Fee Kr. 2000:00, Late ~~xxxxxx~~ Survey Fee (if any) Kr. 70:00.

Special Damage or Repair Fee (if any) Kr. 1890:00, Date when A/c. Rendered 25/4 1958

Travelling Expenses (if chargeable) Kr. 70:00,

Rpt. 9a

Port of Gothenburg.

Continuation of Report No. 24059 dated the 25th April, 1958, on the

Hull of the Motorship "Axel Johnson", of Stockholm, No.02776 in the Register Book.

Damage No. 3:

Shell plating, port side (aft of midship):

I-strake plate No. 15 faired in place.

3 frames faired in place

Damage No. 4:

Shell plating, starboard side (aft of midship):

I-strake plate No. 15 faired in place.

Damage No. 5:

Double Bottom Tanks Nos. 1 and 2, port and starboard (Condition of Class):

Keel-strake plate No. 3 and 4 faired in place.

Port side:

A-strake plate No. 4 faired in place,

A- " " " 5 removed, faired and replaced,

B- " " " 1 faired in place,

C- " " " 1 faired in place,

D- " " " 1 renewed,

D- " " " 2 removed, faired and replaced,

E- " " " 2 and 4 faired in place,

E- " " " 3 removed, faired and replaced.

Starboard side:

A-strake plate No. 4 removed, faired and replaced,

A- " " " 5 faired in place,

B- " " " 1 removed, faired and replaced and renewed 2100 x 1100 x 14 mm.,

C- " " " 1 removed, faired and replaced,

D- " " " 2 removed, faired and replaced and renewed 4000 x 2100 x 14 mm.

9 floors removed, faired and replaced,

7 floors faired in place.

2 web frames removed, faired and replaced, and placed in order as necessary,

14 frames removed, faired and replaced, and placed in order as necessary.

4 bilge brackets removed, faired and replaced,

9 bottom frames removed, faired and replaced.

Tank top plating, port side:

1st strake from outboard, plate No.1, removed, faired and replaced,

2nd " " " " 2 renewed 1100 x 1500 x 10 mm.,

3rd " " " " 3 renewed 1100 x 1500 x 10 mm.,

3rd " " " " 4 renewed.

Port bilge keel

removed, faired and replaced 18300 x 300 x 14 mm. (buckled).

Damage No. 6:

Shell plating, starboard side amidship and aft (Also condition of class):

K-strake plates Nos. 9 and 10 faired in place.

2 beam brackets removed, faired and replaced.

Stringer angle in main deck renewed 1250 x 90 x 90 x 11.5 mm.

Main deck faired in way and partly renewed, 1000 x 200 x 10 mm.

1 frame faired in place.

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(Continued)

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Hull of the Motorship "Axel Johnson", of Stockholm, No.02776 in the Register Book.

L-strake plate No. 15 removed, faired and replaced 2000 x 1900 x 12.5 mm.

1 frame removed, faired and replaced,

1 frame faired in place.

Damage No. 7:

Shell plating, starboard side, abreast Nos. 1 and 2 Holds:

F-strake plate No. 5 faired in place,

G- " " " 5 removed, faired and replaced,

G- " " " 6 faired in place,

H- " " " 5 faired in place,

I- " " " 5 and 6 faired in place,

I- " " " 10 removed, faired and replaced,

K- " " " 4, 13, 14 and 15 faired in place.

8 frames faired in way.

7 beam brackets faired in place.

Shell plating, port side:

G-strake plates Nos. 4 and 8 faired in place,

G- " " " 12 removed, faired and replaced,

H- " " " 3 and 8 removed, faired and replaced,

H- " " " 9, 11 and 12 faired in place,

I- " " " 10 and 11 faired in place,

K- " " " 13 faired in place,

L- " " " 1 faired in place.

13 frames faired in way.

6 beam brackets removed, faired and replaced.

Damage No. 8:

Shell plating, starboard side:

G-strake plate No. 8 removed, faired and replaced 4900 x 1840 x 13.5 mm.,

H- " " " 8 removed, faired and replaced 3400 x 1840 x 13.5 mm.

2 frames faired in place,

2 frames removed, faired and replaced.

3 beam brackets faired in place.

Damage No. 9:

Keel plating (Plates numbered from aft):

Keel-strake plate No. 1 renewed 2100 x 2000 x 17 mm.

Shell plating, port side (Plates numbered from aft):

AP. TANK.

A-strake plate No. 1 renewed 2700 x 2400 x 15 mm.,

A- " " " 2 renewed 4800 x 2050 x 12.5 mm.,

E- " " " 1 renewed 5250 x 2250 x 15 mm.,

F- " " " 1 renewed 3800 x 1850 x 15 mm.,

G- " " " 1 renewed 2000 x 1900 x 15 mm.

Floors Nos. 1, 2 and 3 renewed, and

Floors Nos. 5 and 6 removed, faired and replaced.

4 beam brackets renewed.

6 frames renewed.



Rpt. 9a

Port of Gothenburg.

Continuation of Report No. 24059 dated the 25th April, 1958, on the

Hull of the Motorship "Axel Johnson", of Stockholm, No. 02776 in the Register Book.

Shell plating, starboard side: (Plates numbered from aft):

A-strake plate No. 1 renewed 2700 x 2400 x 15 mm.,
 A- " " " 2 renewed 4800 x 2050 x 12.5 mm.,
 E- " " " 1 renewed 5250 x 2250 x 15 mm.,
 F- " " " 1 renewed 3800 x 1850 x 15 mm.,
 G- " " " 1 renewed 2000 x 1900 x 15 mm.
 6 frames renewed.

Tank top plating

renewed 600 x 550 x 8.5 mm. (aft end).

Stringer angle

renewed 1200 x 90 x 90 x 11 mm. (aft end).

Rudder:

Gudgeons in stern post placed in order.

Rudder head renewed. (Certificate attached).

Rudder shaft renewed. (Certificate attached).

Rudder plate renewed.

Rudder arms faired and placed in order as necessary.

*Stern frame removed, faired & refitted
 see letter dated 2-6-58.*

*1/2
 1/2*

Fore Peak Tank:

All rivets in way of all floors renewed.

1 additional stringer fitted, port and starboard sides, 3500 mm. in length and with dimensions
 350 x 12 mm. + 75 x 10 mm. face plate.

6 brackets between the new stringer and frames fitted, 150 x 150 x 12 mm.

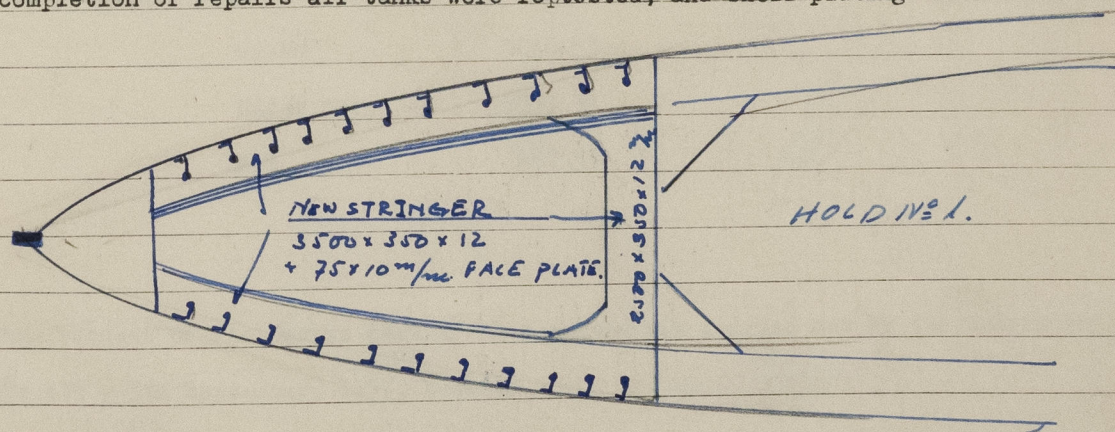
1 stringer (additional) attached to the transverse bulkhead, 2500 x 350 x 12 mm.

All previous stringers placed in order as necessary (fractured and slack rivets etc.).

About 100 rivets renewed in the sheer (slack).-----

About 3500 rivets renewed in Nos. 1, 2 and 3 and 4 double bottom tanks.

On completion of repairs all tanks were retested, and shell plating was hose tested.

Repairs effected due to wear and tear:Shelter deck, starboard side. Accommodation amidships:

The strake adjacent to the engine room casing renewed about 7000 x 1800 x 10 mm (corroded by rust).

Main deck, starboard side, abreast aft end of the engine room casing:

The fresh water tank in 'tween deck moved.

Stringer strake cropped and renewed 4000 x 1800 x 11 mm. (corroded by rust).

1st strake inboard cropped and renewed 3000 x 1950 x 11 mm. (corroded by rust).

Chain locker:

The aft bulkhead partly renewed (wasted).

(Continued)

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Hull of the Motorship "Axel Johnson", of Stockholm, No.02776 in the Register Book.

4 stiffeners in way renewed (damaged).

Deck beam placed in good order (damaged by the cables).

Ventilator coamings:

Ventilator coamings between shelter deck and upper 'tween deck renewed in Nos. 1 and 4 Holds.

Tunnel plating:

Tunnel plating in No.4 hold placed in order (buckled and fractured).---

All tarpaulins on the main deck renewed.

About 25% of the ceiling renewed.

About 10% of the cargo battens renewed.

250 wood hatch covers renewed.

All rigging renewed.

All scuppers and discharge pipes in 'tween deck renewed.

Wasted bottom shell plating in No.3 starboard double bottom tank and No.5 double bottom tank, port side, placed in order by means of electric welding.

Chain cables:

10 lengths of 15 fathoms each renewed (worn). See Rpt.8(EQ) attached.

Note 1:

Decca Radar, Type No.45, and Sperry Gyro Compass have now been installed.

It is recommended that a record regarding this new equipment be made in the Register Book.

Note 2:

Alterations of the insulation in the refrigerated cargo chambers and refrigerating machinery have been carried out as per Rpt.17(a) and Rpt.18.

Note 3:

The ship has now been re-measured. The new tonnages are

Gross	-	5040.53
Under deck	-	3977.31
Net	-	2552.57

Note 4:

At the request of the Owners part of this survey was carried out by the undersigned on Wednesday - Thursday the 4th - 5th September, 1957, between 23:00 and 01:00 o'clock.

T. G. Johnson B.G. Johnson



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The Surveyors are requested not to write in the space above

EQUIPMENT)

To be securely attached to

"A X E L J O H N S O N"

REPORT GOTHENBURG

No. 24059

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

Anchors	Weight Ex Stock			Weight of Stock			Test per Certificate				Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.			
Collective Weight Stream																

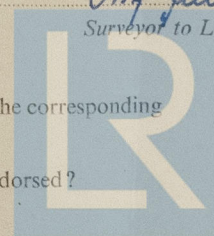
CHAIN CABLES

Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
Length	Diam.	Statutory	Breaking	Supplied	Rule	Length	Diam.			
Metres	M/ms	Kilogs	Kilogs	Kilogs	Kilogs	Fathoms or Metres	M/ms			
27.5	57.15	92583	129540	2132	1910			Stud Link	Ljusne Woxna A-B.	Makers' Works 2.10.57 - Stig Walterson
27.5	57.15	92583	129540	2144	1910			"	"	" "
27.5	57.15	92583	129540	2160	1910			"	"	" "
27.5	57.15	92583	129540	2137	1910			"	"	" "
27.5	57.15	92583	129540	2143	1910			"	"	" "
27.5	57.15	92583	129540	2138	1910			"	"	" "
27.5	57.15	92583	129540	2138	1910			"	"	" "
27.5	57.15	92583	129540	2126	1910			"	"	" "
27.5	57.15	92583	129540	2130	1910			"	"	" "
27.5	57.17	92583	129540	2131	1910			"	"	" "

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

M. J. J. J.
Surveyor to Lloyd's Register of Shipping



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SHIP'S NAME *M.S. M.L. Johnson* DATE OF DRILLING *15/8 and 26/8-57.*

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution any		Original Thickness	Thickness by Drilling		Diminution if any					
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake	M						-	10.5	12.0	-	-						Drillings taken: aft of coll. bulkhead.			
Bridge Strake below	M						-	10.5	11.5	-	-									
Sheerstrake ...	L	20.0	20.0	18.5	-	1.5	11.5	13.5	13.0	-	-	11.5	15.0	13.5			Aft of E.R. bulkhead.			
1st Strake below	K	15.0	17.0	15.0	-	-	11.5	12.0	12.0	-	-	11.5	14.5	12.0						
2nd " "	I	12.5	13.0	13.0	0.5	0.5	11.5	11.5	12.0	-	-	11.5	12.5	11.5			FWD of bonnage well.			
3rd " "	H	13.5	13.0	12.5	0.5	1.0	11.5	15.5	14.5	-	-	11.5	13.5	12.0						
4th " "	G	13.5	12.5	13.0	1.0	0.5	11.5	15.5	14.0	-	-	11.5	12.5	14.0						
5th " "	F	13.5	13.5	15.0	-	-	11.5	15.5	15.0	-	-	11.5	12.5	11.0						
5th <i>Bilge</i>	E	14.0	16.0	14.5	-	-	12.0 ¹⁷	16.0	16.5	-	1.5	12.0	14.5	15.5			⊗ Removal due to damage.			
7th " "	D	14.0	16.0	14.5	-	-	12.0 ¹⁴	⊗ 14.0		-		12.0	14.5	14.0						
8th " "	C	14.0	14.0	14.0	-	-	-	-	-			-	-	-						
9th " "	B	14.0	13.5	14.0	0.5	-	-	-	-			-	-	-						
10th " "	A	14.0	14.5	14.0	-	-	12.0 ¹⁴	14.0	14.0	-	-	12.0	12.5	13.5						
11th " "	<i>keel</i>	19.5	21.0		-		17.0	17.0		-		17.0	16.5	-	0.5					
12th " "		✓					✓					✓					NA			

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
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St. Johnson
Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE		FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
nger Plate	15.0	14.0	15.5	1	-	14.5	13.0	14.0	1.5	0.5	Drillings taken Fwd and aft of the amidships accommodation within the half length amidships		
Strake Inboard	...	10.0	10.5	10.0	-	-	10.0	10.0	10.0	-	-			
"	"	10.0	11.0	10.5	-	-	10.0	10.0	10.0	-	-			
d	"	9.0	9.0	9.0	-	-	9.0	9.0	10.0	-	-			
h	" <i>Centerline</i>	9.0	8.0		1		9.0	9.0		-				
h	"	✓					✓					NA		
a	"													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.