

7 JUN 1928

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

Iron Bk. "Alaska"

Report

Hbz

No.

262.

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

("The 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 to 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 Report, 24/5/92.)

Nature of Survey

1<sup>st</sup> and S.S. No. 3. + Damage.

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

The thicknesses are in  $\frac{16}{100}$  of an inch.

STRAKE.	AMIDSHIP.					*FORWARD.					*AFT.					REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
SPAR SHEER STRAKE .....	<u>ins.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	<u>ins.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	<u>ins.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	<u>in.</u>	
Strake below.....																
MAIN SHEER STRAKE .....	11	9 1/2	10	2 1/2	1	9	9	9 1/2	✓	✓	8	9	9 1/2	✓	✓	
1st Strake below .....	8	7 1/2	7 1/2	1 1/2	1 1/2	7	6 1/2	6 1/2	1 1/2	1 1/2	7	6 1/2	6	1 1/2	1	
2nd " " .....	9	9 1/2	9 1/2	✓	✓	8	6 1/2	7 1/2	2 1/2	1 1/2	8	7 1/2	8	1 1/2	✓	
3rd " " .....	8	13 1/2	13 1/2	✓	✓	7	7 1/2	7 1/2	✓	✓	7	7 1/2	6 1/2	✓	1 1/2	* Doubled.
4th " " .....	9	7 1/2	9	2 1/2	✓	8	8	7 1/2	✓	1/2	8	7	8 1/2	1	✓	
5th " " .....											7	6 1/2	6 1/2	1/2	1 1/2	
6th " " .....																f = free.
7th " " .....																b = bare.
8th " " .....																
9th " " .....																

\* The thicknesses given in these columns should indicate the actual thicknesses at not less than one-fourth the vessel's length from each end.

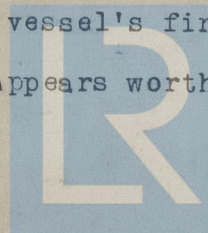
The Helsingborg Surveyor reports the vessel placed in dry dock, the requirements of the 4th S.S.No.3 complied with and the shell plating drilled with satisfactory results as shown above.

The bottom has been cleaned and coated, 3 shell plates renewed and repairs effected to deck, framing, etc., as necessary.

Owing to damage the cause of which is not stated 6 shell plates have been renewed and 7 repaired.

Forty five fathoms of chain cable require to be renewed and it is stated this will be done on the vessel's first call at a British port.

It is submitted the vessel appears worthy to remain as classed,



Lloyd's Register  
Foundation



Iron Bk. "ALASTOR".

2.

with record of survey 5.28, Hbg., and notation of S.S.Hbg.4th No.3  
5.28, subject to 45 fathoms of chain cable of proper size, weight  
and test being placed on board, as recommended.

100A1.

5.28. Hbg.

S.S.Hbg.4th No.3-5.28.

)  
) Subject &c.  
)

The Certificate of Classification to  
be endorsed "*Cargo battens not  
fitted*" and the same notation to be  
printed in the Register Book.

*[Signature]*  
1. 6. 28.



© 2021

Lloyd's Register  
Foundation

0325 2/2