

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 4th and S.S. No. 3. + Damage

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

The thicknesses are in 16^{ths} 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																
Strake below																
MAIN SHEER STRAKE	11	9 1/2	10	2 1/2	1	9	9	9 1/2	1	1	8	9	9 1/2	1	1	
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	1	1	8	6 1/2	7 1/2	2 1/2	1 1/2	8	7 1/2	8	1 1/2	1	
3rd "	8	13 1/2	13 1/2			7	7 1/2	7 1/2	1	1	7	7 1/2	6 1/2	1	1 1/2	* Doubled
4th "	9	7 1/2	9	2 1/2	1	8	8	7 1/2	1	1 1/2	8	7	8	1	1	
5th "											7	6 1/2	6 1/2	1 1/2	1 1/2	
6th "																
7th "																
8th "																
9th "																

f = full.
b = bare.

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

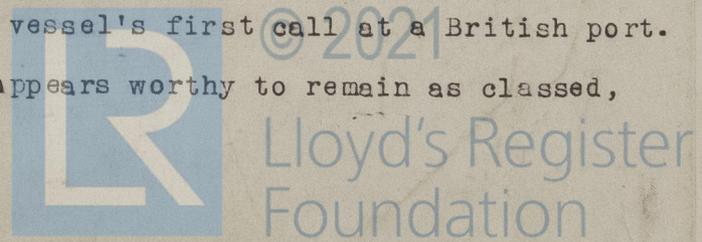
The Helsingborg Surveyor reports the vessel placed in dry dock, the requirements of the 4th S.S.No.3 complied with and the shell plating drilled with satisfactory results as shown above.

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,

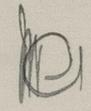


Iron Bk. "ALASTOR". 2.

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.) Subject &c.
S.S.Hbg.4th No.3-5.28.)

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



1. 6. 28.

Length	Breadth	Depth	Weight	Remarks
10	9	9	9	4 plates p.p.c. - the 7-chains double weight
7	7	7	7	plates at forward in center in main front space
9	9	9	9	along the bottom plate
8	8	8	8	at after end in the 1st
8	8	8	8	space from above
7	7	7	7	

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