

by Chief Ship Surveyor 26.8.44

Received from Chief Ship Surveyor

L'S NAME Iron Bk "Alastor"Rpt. Xia No. 1388

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's Report, 24/5/92.)

2nd S.S. No. 3.

of Survey

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

The thicknesses are in ^{1/16} 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.	
	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	
SPAR SHEER STRAKE																
Strake below.....																
MAIN SHEER STRAKE	11	10 $\frac{1}{4}$	9 $\frac{1}{2}$	3 $\frac{3}{4}$	1 $\frac{1}{2}$	9	10	10	-	-	8	9 $\frac{1}{2}$	10	-	-	
1st Strake below	8	6 $\frac{3}{4}$	7 $\frac{1}{2}$	1 $\frac{1}{4}$	$\frac{1}{2}$	7	7	6 $\frac{3}{4}$	-	$\frac{1}{4}$	7	6	6	1	1	
2nd " "	9	8 $\frac{1}{2}$	8 $\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	8	7	6	1	2	8	6 $\frac{1}{2}$	7 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{1}{2}$	
3rd " "	8	7 $\frac{1}{4}$	7 $\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	7	6 $\frac{1}{2}$	6 $\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	7	7	6	-	1	
4th " "	9					8	7 $\frac{1}{2}$	8	$\frac{1}{2}$	-	8	8 $\frac{1}{2}$	8	-	-	
5th " "																
6th " "																
7th " "																
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 3rd.s.s.No.3, which became due in February 1913, has now been held.

The plating has been drilled with results as shewn above, which may be considered as satisfactory.

The vessel has been examined in drydock, the bottom cleaned and coated, the gudgeons rebushed, 6 shell plates renewed, 3 doubled, shoe fitted on stem, three collision bulkheads plates renewed, the deck repaired and renewed as necessary, fore topgallant mast, fore upper topsail yard and topgallant yard, main topgallant mast, mizen topmast renewed, 45 fathoms of chain cable of proper size, weight and test supplied and minor repairs effected.

It is submitted the vessel appears worthy to

P.T.O.

remain as classed with record of survey 8.14, and notation of
s.s.Xia.3rd.No.3-8.14.

100A/

8.14 Xia.

ss. Xia.3rd.No.3-8.14.

TM

W. K. L.

27.8.14.

12. Certificate
N.B. It is concluded that ^{the} the plating in way of the sidelights
has been examined, but the Surveyors should state if this is so.

They should be again informed that the condition
of the decks should be stated in the body of the report as well as
in the summary.

TM



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