

VESSEL'S NAME *S.S. "MAIWARA"*Report *Sydney N.S.W.* No. *18,303/4*

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

The thicknesses are in DECIMAL 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.	
2 nd SPAR SHEER STRAKE <i>above</i>	<i>.37</i>	<i>.37</i>	<i>.37</i>			<i>.26</i>	<i>.31</i>	<i>.31</i>			<i>.26</i>	<i>.31</i>	<i>.31</i>			<i>A 6 Port and D 4.5 x 6 Strake</i>
Strake below <i>above</i>	<i>.57</i>	<i>.57</i>	<i>.57</i>			<i>.26</i>	<i>.31</i>	<i>.31</i>			<i>.31</i>	<i>.31</i>	<i>.31</i>			<i>Shell plates removed 6/10</i>
MAIN SHEER STRAKE	<i>.45</i>	<i>.62</i>	<i>.62</i>			<i>.62</i>	<i>.54</i>	<i>.56</i>			-	<i>.31</i>	<i>.28</i>			<i>by M.B. Dock & Eng. Co. Ltd.</i>
1st Strake below	<i>.37</i>	<i>.32</i>	<i>.34</i>			<i>.62</i>	<i>.62</i>	<i>.66</i>			<i>.31</i>	<i>.28</i>	<i>.28</i>			<i>Sydney N.S.W.</i>
2nd " "	<i>.37</i>	<i>.34</i>	<i>.32</i>			<i>.31</i>	<i>.50</i>	<i>.50</i>			<i>.31</i>	<i>.31</i>	<i>.31</i>			
3rd <i>BIDGE</i> "	<i>.37</i>					<i>.31</i>	<i>.32</i>	<i>.32</i>			<i>.31</i>	<i>.31</i>	<i>.31</i>			
4th " "	<i>.35</i>					<i>.31</i>					<i>.31</i>	<i>.31</i>	<i>.31</i>			
5th " "	<i>.35</i>					<i>.31</i>					<i>.31</i>					
6th " "	<i>.35</i>					<i>.31</i>					<i>.31</i>					
7th <i>KEEL</i> "	<i>.53</i>					<i>.45</i>					<i>.45</i>					
8th " "																
9th " "																

Drillings at ends to be made in the vicinity of the peak bulkheads.

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Lloyd's Register

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