

VESSEL'S NAME *S.S. "MALWARA"*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 Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
<i>2nd</i> 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 Shell plates removed 6/10 by Mr. B. Dock & Eng. B. Ltd. Sydney N.S.W.</i>
Strake <i>below</i>	<i>.57</i>	<i>.57</i>	<i>.59</i>			<i>.26</i>	<i>.31</i>	<i>.31</i>			<i>.31</i>	<i>.31</i>	<i>.31</i>			
MAIN SHEER STRAKE	<i>.45</i>	<i>.62</i>	<i>.62</i>			<i>.62</i>	<i>.57</i>	<i>.56</i>			<i>.31</i>	<i>.28</i>	<i>.28</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>			
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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