

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

JUL 1946

VESSEL'S NAME

JOHN

Rpt.

Got.

No. 14747

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.)

PERIODICAL SPECIAL SURVEY

Nature of Survey

DAMAGE,

2nd. S.S. No. 3.

AND COMPLETION OF DRILLING
OF SHELL PLATING

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

The thicknesses are in ^{DECIMALS}
1 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.			
SPAR SHEER STRAKE	M	.64	.61	.65	.03	-									O = RENEWED.
Strake below	L	.60	.57	.57	.03	.03									
MAIN SHEER STRAKE	K	.56	.49	.51	.07	.05									
1st Strake below	J	"	.45	.41	.11	.15									
2nd " "	H	"	.28	.28	-	-									
3rd " "	G	"	.31	.31	-	-									
4th " "	F	"	.31	.28	-	-									
5th " "	E	"	.45	.59	.12	.07									
6th " "	D	"	C&M.		-	-									
7th " "	C	"	"		-	-									
8th " "	B	"	"		-	-									
9th " "	A	"	"		-	-									

PREVIOUSLY DRILLED
(SEE ENDORSEMENT 19:10:43)

SHEER (CLEAR OF BRIDGE) .80 .71 .75 .09 .08

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

The Gothenburg Surveyors report (H, 46) the vessel placed in dry dock, bottom coated, and on account of damage through striking quay wall considerable repairs effected to shell plating and bulge keel (p. 45)

A Periodical Special Survey has also been held and the drilling of the shell plating completed; forward and after ends of shell plating previously drilled (see endorsement 19:10:43)

The results of drillings, as above, with recommendations are such as can be approved.

The shell plating at forward to be $7\frac{1}{2}$ mm or under have been renewed

015039-015053-0303 $\frac{1}{2}$

after ends found
i/s letter 1/2/46.
(P.T.O.)

on account of wear and tear, considerable renewals and repairs to shell plating, framing, bulkheads, Tank top plating, side stringers Forecastle deck plating and minor items effected

The height of N^o 1 hatchway coaming has been increased and additional stays fitted to sides and ends of coaming.

It is submitted the vessel is worthy to remain ^{to have} as classed with record of docking 4,46 and the notation of S.S. Got. 4,46 (Dr.)

4,46 Got.

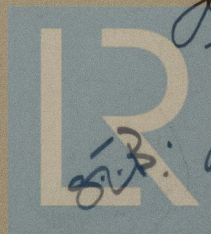
S.S. Got. 4,46 (Dr.)

Delete from S.R.L. (Plating partly drilled)

It is submitted the Surveyor <sup>Letter
Got. 9/12/46</sup> should be informed it is concluded the arrangements of stiffening etc, now fitted, consequent ~~to~~ modifications to N^o 1 hatchway are in accordance with or equivalent to Rule requirements and Load Line Regulations but this should be confirmed. ✓

J.H.Y.

28/6/46



Lloyd's Register
Foundation

03032/2