

N.B.—All alterations in the existing records should be underlined.

particulars of Classification precisely as in Register

Chief Ship Surveyor 22/3/09

Received from Chief Ship Surveyor _____

NAME Iron S.S. Cambrian Rpt. 5th No. 12579

marks 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, 24/5/32.)

Survey _____ 2nd S.S. No. 3.

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. | Port. | Std. | Port. | | Std. |
| SHEER STRAKE | | | | | | | | | | | | | | | | | |
| below | | | | | | | | | | | | | | | | | |
| SHEER STRAKE | <u>22</u> | <u>21</u> | <u>22</u> | <u>1</u> | - | <u>9</u> | <u>12</u> | <u>12</u> | - | - | <u>9</u> | <u>12</u> | <u>12</u> | - | - | | |
| ake below | <u>10</u> | <u>10</u> | <u>9</u> | - | <u>1</u> | <u>8</u> | <u>8</u> | <u>9</u> | <u>1</u> | - | <u>8</u> | <u>8</u> | <u>9</u> | - | - | | |
| " | <u>10</u> | <u>10</u> | <u>9</u> | - | <u>16</u> | <u>8</u> | <u>8</u> | <u>8</u> | - | - | <u>8</u> | <u>9</u> | <u>10</u> | - | - | | |
| " | <u>10</u> | <u>10</u> | <u>10</u> | - | - | <u>8</u> | <u>8</u> | <u>7</u> | - | <u>1</u> | <u>8</u> | <u>9</u> | <u>9</u> | - | - | | |
| " | <u>11</u> | <u>11</u> | <u>11</u> | - | - | <u>8</u> | <u>9</u> | <u>9</u> | - | - | <u>8</u> | <u>9</u> | <u>9</u> | - | - | | |
| " | | | | | | <u>8</u> | <u>8</u> | <u>8</u> | - | - | <u>8</u> | <u>8</u> | <u>9</u> | - | - | | |

The 2nd.S.S.No.3 has now been held, and the plating drilled as shewn above, with results which it is submitted may be considered satisfactory.

The following repairs have been done due to wear and tear:-
 31 deck plates, 8 tank top plates, two girder plates, the centre keelson under the boilers, part of the bunker plating and a number of rivets renewed, several frames and reverse frames repaired, 15 fathoms of chain cable of proper size, weight and test supplied, and minor repairs.

Two of the hold beams have been removed, and as compensation web frames have been fitted, in accordance with the approved plans.

It is submitted the vessel appears worthy to remain classed

LH569-0339(112)7(26)

with record of survey and notation of 2nd.S.S.No.3 as recommended.

100 A 1
3-09 Lts
S Lts 2nd No 3 3-09

RBA
23/3/09
C.H.J.



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Lloyd's Register
Foundation

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