

W1079 - 0074 1/2

Lacy Munster

8 JAN 1924

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Ste 1/s/s. Graphic Report Bel No. 9015

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.)

Nature of Survey 2nd S.S. No. 3. Alterations + Damage.

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

The thicknesses are in 20 of an inch.
IN WAY OF ORIGINAL COAL BUNKER.

COAL BUNKER																
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.	
		In.	In.	In.	In.		In.	In.	In.	In.		In.	In.	In.	In.	
SPAR SHEER STRAKE																
Strake below.....																
MAIN SHEER STRAKE	16	16	15	✓	1	16	18	18	✓	✓	16	16	16	✓	✓	
1st Strake below	12	10½	12	1½	✓	12	10	10	2	2	12	13	12	✓	✓	
2nd "	11	11	12	✓	✓	11	11	12	-	-	11	11	13	✓	✓	
3rd "	12	13	13	✓	✓	12	12	12	-	-	12	12	13	✓	✓	
4th "	12	13	13	✓	✓	12	13	12	-	-	12	12	11	✓	✓	
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 Belfast Surveyors now report this vessel placed in dry dock, and the following repairs effected owing to damage sustained through collision, being sunk, and striking a quay.— 12 shell plates, 7 frames, 15 beams, one stringer plate and six deck plates renewed; one shell plate and four frames partly renewed; rudder stock and pintles renewed, and minor repairs effected.

The requirements of a 2nd.s.s.No.3 have also been complied with and repairs effected to frames in bridge, reversed frames and side keelsons in boiler space, etc. as necessary.

The shell plating has been drilled with results as shewn above which are satisfactory.

The coal bunker bulkheads have been removed and arrangement made for carrying oil fuel for burning purposes in accordance with

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an approved plan and to the Surveyors' satisfaction.

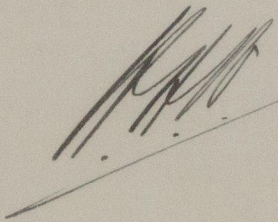
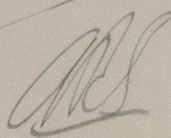
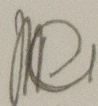
It is submitted the vessel appears worthy to remain as classed with record of survey 11,23 and notation of s.s. Bel.2nd. No.3-11,23 as recommended.

100A1 With freeboard.

11,23 Bel.

s.s.Bel.2nd.No.3-11,23.

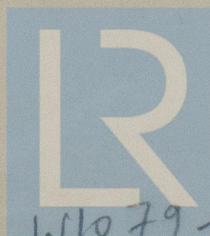
X PLATING TO BE DRILLED WHEN VESSEL IS 24 YEARS OLD, OR AT NEXT SPECIAL SURVEY THEREAFTER. X



14.12.23. 

It should be pointed out to the Surveyors that in all future cases where the shell plating requires to be drilled this should be done in the vicinity of the peak bulkheads as well as within the half length amidships.

Ln 4 1-24





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