

Damage Repairs:- One shell plate 1st below sheer at collision bulkhead and on
immediately below removed

9,40

ESSEL'S NAME..... SAN ANTHONY..... REPORT..... No.....

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

The thicknesses are in hundredths 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.		
BRIDGE SHEER STRAKE	M	60	50	60	10	-	40	35	35	5	5	38	35	35	3	3	H2SS ringed, to renew.
Strake below	L	60	60	60	-	-	40	35	35	5	5	38	35	35	3	3	
SHEER STRAKE	K	59	60	55	-	4	59	55	55	4	4	59	60	65	-	-	
1st Strake below	J	59	50	55	9	4	44	45	40	-	4	44	40	45	4	-	
2nd "	H	59	50	55	9	4	44	40	35	4	9	44	35	30	9	14	
3rd "	G	59	50	55	9	4	44	35	50	9	-	44	40	40	4	4	
4th "	F	59	60	60	-	-	44	35	35	9	9	48	40	40	8	8	
5th "	E	C E M E N T					46	35	35	11	11	48	40	40	8	8	
6th "	D			D 0			C E M E N T					48	50	50	-	-	
7th "	C			D 0					D 0			48	45	45	3	3	
8th "	B			D 0					D 0			C E M E N T					
9th "	A			D 0					D 0					D 0			
KEEL		75	-	D 0			67		D 0			67					
10th "		It was not thought necessary to drill in way of															
11th "		cement.															
12th "																	

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

W1085-0009

14.6.48.

fresh record of Docking 9-51 and SS with date when the survey has been complete