

W1206-0126 $\frac{1}{2}$

Chief Ship Surveyor

Received from Chief Ship Surveyor

23 JUN 1928

S NAME *St. 3rd Master. "Suign"*Report *Cae*No. *6437*

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, 24/5/92.)

Survey

2nd S.S. No. 3.

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

The thicknesses are in *20* 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.		
	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	
SHEER STRAKE	13	9	9	4	4	9	7	8	2	1	9	8	7	1	2	
below	10	9½	10	½	✓	8	8½	9	✓	✓	8	9½	8½	✓	✓	
SHEER STRAKE	13	9	9	4	4	9	8	8½	1	½	9	7½	9½	1½	✓	
ake below	11	9	9	2	2	9	7	7	2	2	9	7	10	2	✓	
"	12	10	10	2	2	9	7½	7	1½	2	9	7	8½	2	½	
"	11	9	9	2	2	9	8	8	1	1	9	9	9	✓	✓	
"	12	9	9	3	3	9	7½	7	1½	2	9	9	9½	✓	✓	
"	11	10	10½	1	½	9	8	8½	1	½	9	10	10	✓	✓	
"	12	9½	9	2½	3	9	10½	11	✓	✓	9	10	9½	✓	✓	
"	11	10	10½	1	½	9	9	11	✓	✓	9	10½	10½	✓	✓	
"	12	11	10	1	2	11	11	11	✓	✓	11	11	11	✓	✓	
KEEL	16	13		3		12	14		✓		12	12		✓		

The thicknesses given in these columns should indicate the actual thicknesses at not less than one fourth the vessel's length from each end.

Action has been deferred in this case for examination in dry dock on account of grounding.

The Calcutta Surveyors now report the vessel placed in dry dock, the requirements of the 2nd S.S.No.3, due 10.28, complied with and the shell plating drilled with results as shewn above.

The bottom has been cleaned and coated, 2 shell plates doubled and repairs effected to bulkheads, etc., as necessary.

Owing to damage through grounding and encountering heavy weather, 3 shell plates have been faired and minor repairs carried out.

It is submitted the shell plating might be approved

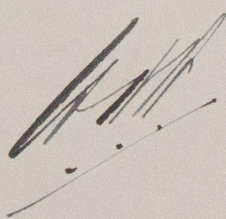
P.T.O.

orig 13/20 now 9/20

provided all plates in the spar and main sheerstrakes within the half length amidships on port and starboard sides, which are worn to below 10/20" be renewed within say 12 months.

It is further submitted the vessel might be allowed to remain as classed, with record of survey 5,28 and notation of S.S.Cal.2nd No.3-5,28, subject to the shell plating being dealt with as above.

10041
Spar dk.) Subject, etc.
5,28 Cal.)
S.S.Cal.2nd No.3-5,28)
Carrying petroleum in bulk.
Fitted for oil fuel, etc.



22. 6. 28.

It should be pointed out to the Surveyors that in all future similar cases where considerable diminution appears to have taken place in the shell plating results of the drillings should be cabled to this Office for consideration as early as possible before the Survey is completed.



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