

Chief Ship Surveyor

Received from Chief Ship Surveyor
Complete.

22. 7. 32

NAME S.S. T.S. "MOCAMBIQUE"

Rpt. Drillings No. ✓

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, 24/5/32.)

Survey

2nd. S.S. No. 3. Classification

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

DECIMALS.

The thicknesses are in $\frac{1}{100}$ 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. | | | | |
| DECK | | | | | | | | | | | | | | | | | | | |
| DECK STRAKE | N | .65 | .65 | .65 | - | - | .37 | .40 | .42 | - | - | .37 | .40 | .42 | - | - | | | |
| below | M | .60 | .60 | .60 | - | - | .37 | .42 | .45 | - | - | .37 | .42 | .45 | - | - | | | |
| DECK STRAKE | L | .60 | .60 | .57 | - | .03 | .45 | .52 | .52 | - | - | .45 | .52 | .52 | - | - | | | |
| below | K | .60 | .55 | D | .05 | - | .45 | .47 | .52 | - | - | .45 | .35 | .45 | .10 | - | | | D = DOUBLED |
| " | J | .60 | .45 | .52 | .15 | .08 | .45 | .42 | .42 | .03 | .03 | .45 | .35 | .35 | .10 | .10 | | | |
| " | H | .60 | .50 | .50 | .10 | .10 | .45 | .50 | .40 | - | .05 | .45 | .37 | .37 | .08 | .08 | | | |
| " | G | .60 | .52 | .57 | .08 | .03 | .45 | .55 | .55 | - | - | .45 | .35 | .35 | .10 | .10 | | | |
| " | F | .60 | .50 | .52 | .10 | .08 | .45 | .40 | .40 | .05 | .05 | .45 | .40 | .37 | .05 | .08 | | | |
| " | E | .60 | .55 | .60 | .05 | - | .45 | .45 | .45 | - | - | .45 | .40 | .40 | .05 | .05 | | | |

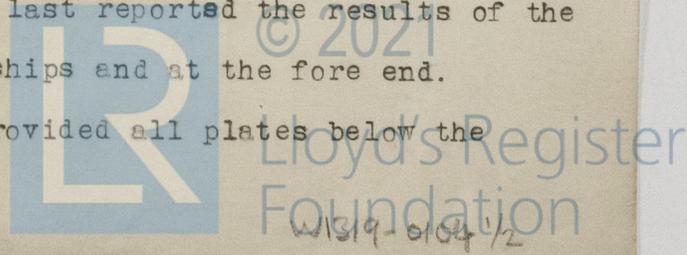
Drillings at ends to be made in the vicinity of the peak bulkheads.

This vessel was built in 1908 by Messrs. A. Stephen & Sons Ltd. and classed with the British Corporation.

With a view to classification with this Society plans and particulars have been examined in this Office and the Surveyors informed that, provided the usual conditions be complied with and a favourable report received, the vessel could be recommended for the class 100A- with freeboard corresponding to a Complete Superstructure Vessel.

The Lisbon Surveyor in August last reported the results of the drilling of the shell plating taken amidships and at the fore end.

The drillings were approved provided all plates below the



Steel Twin Sc. "MOCAMBIQUE"

sheerstrake within the half length amidships on port and starboard sides worn to below 17/40" and all plates at the extreme ends worn to below 14/40" be renewed and the shell plating at the after end drilled and found satisfactory.

The Surveyor now forwards a complete list of drillings shewing repairs and renewals with results as shewn above which are satisfactory.

It is submitted the plating be approved and the Surveyor informed accordingly.




21.7.32



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Foundation

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