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27 APR 1928

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor.

SEL'S NAME Ste & Sr "Don Carlos" Report Vpo. No. _____

he 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.)

2nd S.S. No. 3.

Drieling Reclass

ure of Survey

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

The thicknesses are in 20 of an inch.

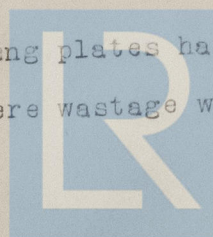
STRAKE.	AMIDSHIP.					*FORWARD.					*AFT.					REMARKS.
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
<u>Bridge</u>	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.		
STAR SHEER STRAKE	11	8	8	3	3											
Strake below.....	10	7	7	3	3											
MAIN SHEER STRAKE	13	13	12	✓	1	10	8	8	2	2	10	8	7	2	3	
1st Strake below	11	8	7	3	4	9	6	6	3	3	9	8	8	1	1	
2nd " "	11	9	10	2	1	9	6	7	3	2	9	8	8	1	1	
3rd " "	11	11	10	✓	1	9	6	6	3	3	9	6	6	3	3	
4th " "	11	11	10	✓	1	9	6	8	3	1	9	6	8	3	1	
5th " "						9	8	7	1	2	9	8	6	1	3	
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 class was omitted from the reprint of the Register Book in 1911.

The Valparaiso Surveyor, who was authorized to carry out the 2nd S.S.No.3 with a view to reclassification, now states the vessel has been placed in dry dock and the shell plating drilled with results as shown above, and asks to be informed what steps should be taken at the next docking, which it is stated, will not take place for the next 8 months at least.

In the meantime some doubling plates have been fitted abreast the forward and after hatchways where wastage was found excessive.



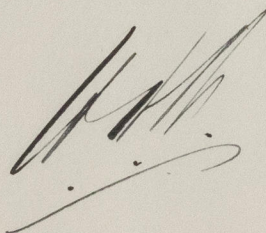
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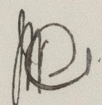
Stl.Sc."DON CARLOS".

2.

It is submitted no action be taken, but the shell plating might be approved provided that, on port and starboard sides, all plates in the bridge sheerstrake which are worn to below $8\frac{1}{2}/20$ " be renewed, all plates in the strake below the bridge sheerstrake worn to below $7\frac{1}{2}/20$ " and in the strake below the main sheerstrake within the half length amidships worn to below $8\frac{1}{2}/20$ " be renewed or doubled, also that all plates in the main sheerstrake on starboard side aft worn to below $7\frac{1}{2}/20$ " be renewed and all other plates at the forward and after ends on port and starboard sides worn to below $7/20$ " be renewed or doubled.

The Surveyor should be informed regarding the shell plating and it should be pointed out to him that in all future similar cases in which a sketch is forwarded the outline should conform with that of the actual vessel and also that the note regarding drillings in $1/16$ ths of an inch on the sketch is not understood.




26. 4. 28.



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