

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor 4 NOV 1935

VESSEL'S NAME

"KEHREA"

Rpt.

Pir.

No.

4754

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, 24/5/32.)

Nature of Survey

2nd. S.S. No. 3.

due 3.37

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.
SPAR SHEER STRAKE														
<i>RAISED QUARTER DECK</i> Strake below .....										.40	.41	.40	- -	
MAIN SHEER STRAKE <i>T</i> .....	.78	.75	.75	.03 .03	.40	.50	.50	- -	.40	.41	.42	- -		
1st Strake below <i>H</i> .....	.60	.57	.55	.03 .05	.40	.45	.45	- -	.40	.46	.45	- -		<i>PRESENT RULE SCANTLING</i>
2nd " " <i>G</i> .....	.50	.46	.45	.04 .05	.40	.50	.50	- -	.40	.50	.50	- -		
3rd " " <i>F</i> .....	.50	.46	.49	.04 .01	.40	.50	.50	- -	.40	.40	.40	- -		<i>BTM & SIDE SHELL .46-</i>
4th " " <i>E</i> .....	.50	.45	.46	.05 .04	.40	.50	.50	- -	.40	.44	.43	- -		
5th " " <i>D</i> .....	.52	<i>CEMENT</i>			.42	.50	.50	- -	.42	.42	.41	-.01		
6th " " <i>C</i>		<i>"</i>			<i>CEMENT</i>				<i>CEMENT</i>					
7th " "														
8th " "														
9th " "														

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

The class is subject to some indented shell plating port and starboard, stringers in fore peak, and deck plating in way of Raised Quarter Deck being dealt with at the Special Survey.

The Piraeus Surveyors now report the vessel placed in dry dock, bottom cleaned and coated and the 2nd S.S.No.3 due 3,37 held, except that 45 fathoms of chain cable worn to the Rule limit, and two lengths (about 86 feet) of steering chain found worn but efficient, require to be renewed.

The worn steering chain will be renewed on the

"KEHREA"

vessel's arrival at Antwerp to which port she is now proceeding, and the chain cable will be renewed at the earliest opportunity.

The shell plating has been drilled, with results as shewn above, which appear to be satisfactory.

Repairs or renewals have been effected to shell plating, framing and floors, stringers, bunkers, bulkheads, decks, deckhouses and casings, hatchways and hatches, and to the masts; steering gear and windlass overhauled and repaired, and minor repairs carried out.

The indented shell plating, stringers and deck plating, as above, have now been dealt with.

It is submitted action be deferred.

The Certificate of Classification to be endorsed "Cargo battens not fitted" and the same notation to be printed in the Register Book.

[Handwritten signature]
H. 11. 38

Insert in S.R.L:- 3 lengths of chain cable to be renewed
36' steering chain to be renewed.

delete from S.R.L. Repairs etc. & indented plating

Advise Antwerp Surveyors.



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Foundation