

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes.

NE: MIDDLESBRO' 4288.



# Lloyd's Register of Shipping,

Lloyd's Bank Chambers,

Middlesbrough, 23rd October 1934.

Enclosure.



*Plans*

Dear Sir,

Messrs. Smith's Dock Co. Ltd., have been invited by the Owners of the steamer "MANGALORE" and "MATHURA", through Messrs. A. Goodwin-Hamilton & Adamson Ltd., of Liverpool, to tender for alteration of these ships.

These alterations will consist of reducing the vessels in length by the omission of section between frames 111 to 126, but the former being the stokehold bulkhead will remain intact, and the Deep Tank will be dispensed with.

Due to bringing the two portions together there will be an approximate difference in sheer of  $5\frac{1}{2}$ " with a consequent abrupt step in each deck, and we shall be pleased to learn what compensation will be required in way of these steps.

The Lower Deck will abut on to the existing stokehold bulkhead, and it is proposed to fit deeper brackets connecting the bulkhead stiffeners to the deck.

At the Upper and Bridge Decks the deck would

3432-0270 (112)

abut against the fore end of the existing casings and a sketch is enclosed herewith shewing the proposals at the sides clear of the casings.

With regard to the side stringers in the hold it is suggested that these be sloped over a distance of approximately 30 feet.

It is also proposed to renew one shell plate in each strake for the complete section of the vessels extending from the original butts in forward and after portions. A plan of this is enclosed herewith.

As will be seen from the sketch this will mean sloping the plate landings for a distance of about 12 feet.

With regard to the tank top it is suggested to crop the plating just forward of 111 and between frames 128-9 and introduce an athwartship plate from the centre line strake each side with a treble riveted lap.

We shall be glad to learn what the new freeboard would be on the reduced dimensions.

As Messrs. Smith's Dock have been asked to forward their quotation as soon as possible an early reply will be appreciated.

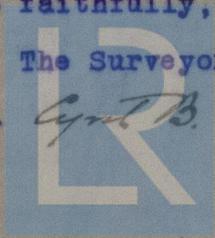
We are, Dear Sir,

Yours faithfully,

The Surveyors,

Per:- *Cyril B. Seaver*

The Secretary,  
LONDON.



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Yours faithfully,  
The Surveyors

Referred to the Chief Ship Surveyor

24 OCT 1934

REQUESTING EARLY REPLY



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