

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19..... When handed in at Local Office 16/4 1923 Port of Hull

No. in Reg. Book. 6883 Survey held at Hull Date, First Survey 9 4 1923 Last Survey 9 4 1923

on the Wood, Iron or Steel Linn Se NOWSHERA Master

Tonnage:— Built at Belfast By whom Workman Clark & Co. L^d When 1919

GROSS 4920 Owners British India Steam Nav. Co. L^d Port belonging to Glasgow

UNDER DECK 5484 Owners' Address

NET 4845 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Yes Name of Dock Alexandra Destined Voyage

W.R. = Cell D Bor DBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned for special survey. Machinery and Boiler Surveys (including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

at Report, No. Port Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were refused?

also whether any damage report was made, and, if so, by whom?

CLASSIFICATION, OR EXAMINATION AS PER RULE, FOR Classification. See Secretary's letter M. 4th April 1923.

Vessel examined afloat.

All bunker spaces cleared. All ceiling removed from tank tops and bilges.

and steel work exposed (including plating in way of ash shoot and bunkers found in good condition.

The following scantlings were taken as accurately as possible without

drilling the plating and bulk angles.

Arrangement of bunkers. The bunkers are arranged alongside the E&B. Casings

upper and lower tween decks with a cross bunker 6 ft in length below lowest deck

between Engine Room and Boiler Room and a similar cross bunker forward

Boiler room bulkhead. Communicating tunnels are arranged between E & R

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(per Section 28) £ 25 : 0 : 0
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Surveyor's Fee (if any) £ : :
Committee's Minute

Fees applied for, 14/57 1923
Received by me, 30/5 1923
W.M. Balfour

Surveyor to Lloyd's Register of British & Foreign Shipping.

Character Assigned See Minute on Report



Is Certificate required? If so, to be sent to

and B.R. and through forward cross bunker to hold space.

Forward cross bunker. Stake hold bulkhead. Stiffeners spaced about 31 inches apart. Cross ties between bulkheads on about every 4th stiffener 3 ties in depth of hold. Stiffeners 6x3 1/2 x 1/2 B.A. in hold 4" stiffeners in tween decks. Stiffeners with cross ties bracketted to tank top.

Plating 5/16 Junnel 6" B.A. stiffener side plating 1/2"

W.T. Bulkhead on forward end of forward cross bunker.

Stiffeners on hold side. no scantlings taken.

Cross bunker between E.R. + B.R. Stiffeners 36" apart. 3 tiers of cross ties between bulkheads P. + S. 3 ties in depth of hold

Stiffeners B.R. 6 1/2 x 3 x 1/2 E.R. bulkhead 6 x 3 x 1/2 plating 3/8"

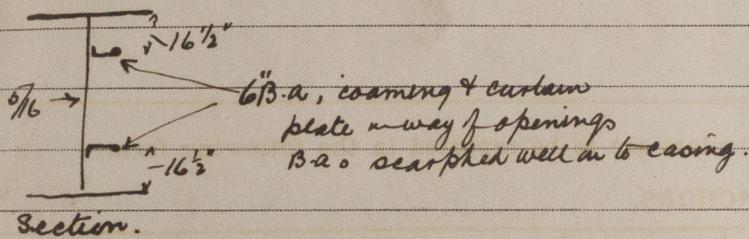
Lower tween deck bunker.

Sloping casing at boiler room Stiffeners spaced 36" apart bracketted to beams 5 1/2 x 3 x 7/16 plating 3/8".

Sloping casing at E. Room Stiffeners spaced 36" apart 5 x 3 x 7/16 plating 5/16.

W.T. Bulkhead aft side end of bunker. Stiffeners on non-bunker side. plating 5/16.

Upper tween deck bunker. Stiffeners on non-bunker side



when tested independent.

Frames spacing 36"

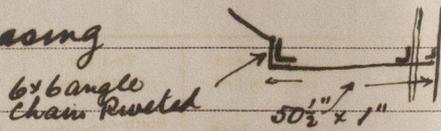
In cross bunker in hold * 9" B.A. with 6 x 3 1/2 x 1/2 reverse bar.

Above lowest deck * 9 x 3 1/2 B.A. and 7 x 3 1/2 x 7/16 O.A. on all frames

Half Beam at forward cross bunker under lowest deck 10 x 3 1/2 x 1/2 B.A.

Beams under upper deck (first deck below weather deck) * 9 x 3 1/2 B.A.

Deck stringer plate at lowest deck in way of boiler casing



Deck stringer at lowest deck in way of Eng. Casing 1/2" deck plating about 3/8"

Deck stringer at upper deck 1/2" f. deck plating 7/16 f.

In upper tween decks 3" pillars fitted at irregular intervals from 3 to 4 beams apart.

Beams under Shelter deck 9 x 3 1/2 B.A.

Cargo door fitted in upper tween deck bunker, strongly built and reinforced by two webs.

all plating: 3/4"

Note: On receipt of the Secretary's letter quoted above I called on board the same morning about 10.30 and found bunkering had just started. The bunkering was stopped and the men stood by while the survey was held as expeditiously as possible.

It possible to gauge thickness by caliper. Estimate thickness 3/8" to 1/2"