

250,18)

Received by Chief Ship Surveyor 28/2/08

Received from Chief Ship Surveyor _____

VESSEL'S NAME S.S. S. Derwent Rpt. By No. 9744

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, 24/5/92.)

Nature of Survey _____ 2nd S.S. No. 3.

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

The thicknesses are in 32nds of an inch.

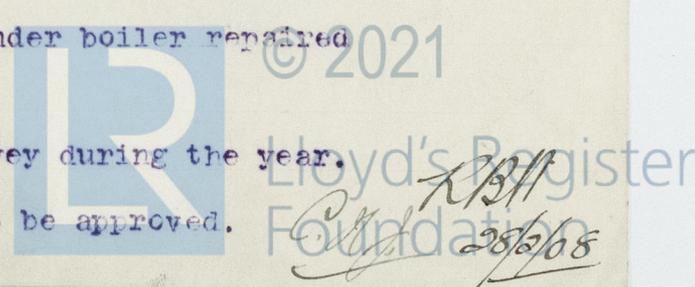
STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thick-ness.		Thickness by drilling.		Diminution if any.	Original Thick-ness.		Thickness by drilling.		Diminution if any.	Original Thick-ness.		Thickness by drilling.		Diminution if any.	
	Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		
SPAR SHEER STRAKE	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	Ins.	In.	In.	In.	In.	
Strake below																
MAIN SHEER STRAKE	16	18	18			12	20	20	-	-	12	16	16	-	-	
1st Strake below	12	12	12			10	7	7	3	3	10	10	10	-	-	
2nd " "	12	11	11	1	1	10	9	8	1	2	10	12	9	-	1	
3rd " "						9	8	10	1	-	9	12	10	-	-	
4th " "											10	14	14	-	-	
5th " "											9	10	10	-	-	
6th " "											12	16	14	-	-	
7th " "																
8th " "																
9th " "																

The 2nd S.S.No.3, due 1,08, has now been partly held and the plating drilled with results as shewn above. The Surveyors have been communicated with regarding the diminution in the thickness of the 1st strake below the sheerstrake forward and they state in reply that they did not consider it necessary for any repairs to be effected or compensation made on account of the excess in the thickness of the strake above.

The following repairs have been done due to wear and tear:—
The deck plating between the hatchway and boiler casing doubled, top of boiler casing renewed, 2 floors under boiler repaired and minor repairs done.

It is proposed to complete the survey during the year.

It is submitted this proposal might be approved.



To complete the survey the whole of the ceiling requires to be lifted in the holds and bunkers, and these spaces to be examined, the double bottom tanks to be examined internally and tested, the cables to be ranged, the pumps and sluices to be examined and 8 plates on the port side to be removed, faired and replaced and also two on the starboard side and one plate in A strake under the boiler to be renewed.

RBA



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