

and Upper

Total

1m.10.47.

DCW

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME HELLENIC PRINCE REPORT Lon. No. 114788

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to 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.)

PERIODICAL SPECIAL SURVEY (D) FOR CLASSIFICATION.

Survey

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

The thicknesses are in hundredths 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.		Port.	Std.	Port.	Std.				
STRAKE (P)	42	50	50			32	32	32											
STRAKE (O)	34	35	35			32	32	32											
STRAKE (N)	49	45	45	4	4	49	47	47	2	2									
STRAKE (M)	73	70	70	3	3	49	45	45	4	4	49	47	47	2	2				
STRAKE (L)	60	60	60			49	46	46	3	3	49	47	45	2	4				
STRAKE (K)	60	60	60			49	46	46	3	3	49	47	47	2	2				
STRAKE (J)	60	61	61			49	46	46	3	3	49	52	52	-	-				
STRAKE (H)	60	61	61			49	50	50			49	50	50						
STRAKE (G)	73	73	73			49	50	50			49	50	50						
STRAKE (F)	73	73	73			49	50	50			49	50	50						
STRAKE (E)	73	73	73			49	50	50			49	50	50						
STRAKE (D)	73	73	73			49	50	50			49	50	50						
STRAKE (C)	73	73	73			49	50	50			49	50	50						
STRAKE (B)	73	73	73			49	50	50			49	50	50						
STRAKE (A)	73	73	73			49	50	50			49	50	50						
Keel	98	94		4		61	66		-		73	66		7					

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

This vessel was built in 1929 as a Seaplane Carrier.

A notation of (Classification Contemplated) is recorded in the Register Book.

The scantlings and arrangements have been examined in this Office and the vessel found suitable for the class 100A1 with freeboard corresponding to a summer moulded draught of 17' (see endorsement dated 11th Oct. '46.)

The CLASSIFICATION SURVEY was partly held Lon.1946, including the drill testing of the bottom shell plating.

The BARRY Surveyors, in a letter dated 23rd instant, inclose results of the drill testing of the remainder of the shell plating for approval.

The results of the drilling carried out at London and Barry, as above, are satisfactory and are SUBMITTED for approval.

It is further submitted the Barry Surveyors be advised accordingly.

002062-002070-0012

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Lloyd's Register  
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