

and
Total.....

American International S.B. Corp., Hog Island, Pa.

Yard No. ✓

Ship Surveyor

Received from Chief Ship Surveyor

AME s.s. 'ST. JESSICA'

REPORT

Cff.

No. 56262

(ex 'Clearwater', ex 'Empire Shearwater')

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

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and so 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.

This vessel was built in 1920 and classed with the American Bureau of Shipping.

She holds notations of 100A1 (Classification Contemplated) and Examined 4.48 (6 mos)".

These notations are subject to permanent repairs to indented bridge sheerstrake plating, etc. (p & s) at the first convenient opportunity, to permanent repairs to indented shell plating, etc. (s.s.f.) and leakage in No. 2 D.B. tank top being dealt with at the first opportunity - No. 2 D.B. tank not to be used as such until repaired - to shell plating (grooved) (p & s) at forward end of No. 1 hold being specially examined and repaired as necessary at the next General Examination, and to (a bower anchor and 30 fathoms of chain cable being supplied).

A considerable part of the Classification Survey was held in 1940, but not completed.

A further Special Survey was commenced at Hull in September 1947.

ACTION is DEFERRED for drydocking on account of grounding.

The CARDIFF Surveyors, in a First Entry Report and Rpt. 8, report the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

The shell plating has been drilled with results previously approved.

The midship deep tank has not been tested as the Owners do not desire it to be recorded as a tank.

It is stated that repairs to bridge sheerstrake plating, etc. (p.s.) and to No. 2 D.B. tank top, as above, have previously been carried out.

The shell plating at forward end of No. 1 hold (p & s), as above, specially examined, but no evidence of grooving was observed. It is therefore assumed that the grooved plating was eliminated by repairs previously carried out.

The indented shell plating, etc. (s.s.f.), as above, has not been



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alt with. The indentations between the frames do not materially affect the vessel's structure and the Surveyors commend that they be noted, but that no repairs be required as condition of the vessel's class.

Repairs have now been effected to shell and deck plating, framing, peak bulkheads, casing, etc.

Damage on account of grounding was not found.

The vessel has now on board 2 bower anchors and a stream anchor tested by the American Bureau of Shipping and 240 fathoms of "Tayco" chain cable of which 210 fathoms have been tested at a Lloyd's Proving House.

A fracture in one of the bower anchor heads in way of the shank retaining bolt has been repaired by electric welding and the anchor annealed.

It is therefore submitted the vessel is eligible for assignment of the figure "1" without "Lloyd's A & CP", subject to (a bower anchor and 30 fathoms of chain cable being supplied).

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 11.48 and notation of S.S.- 11.48 (Dr.), subject to (a bower anchor and 30 fathoms of chain cable being supplied), but without other conditions.

100A1 "Fitted for oil fuel, FP above 150°F"
11.48 Cff.) Subject
S.S. Cff.- 11.48 (Dr)) Without

Classed 11.48

2 Dks
Cell DB 295' 1276t, FPT 220t, APT 97t
FK, 8 BH, pt Cem
P 39' B 122' F 43'
O.L. 401.0'
"z"
2"

Endorsement of Class B

Indented shell plating, etc.
(s.s.f.).



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NOTE: The Owners' attention might be drawn to the requirements of the ANCHORS AND CHAIN CABLES ACT for British vessels.

It is also submitted the Surveyors be informed it is included they are satisfied the Society's requirements have been complied with as regards the 30 fathoms of chain cable placed on board at Greenock on 13 and that the repaired bower anchor is now in efficient condition and does not require testing, but they should state if this is so.

J.C.D.
12.1.49.

B.A.M.

X



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