

the Survey should be summarised. State clearly the cause of repairs, and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the

18 MAY 1950

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Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SHIP'S NAME "HILARY" REPORT Ant. No. 31190.

JD. 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.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) due 3,56.

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.		
BRIDGE SHEER STRAKE																	
Bridge Strake below						42	40	40	2	2							
SHEER STRAKE M	68	67	70	1	-	47	46	48	1	-	47	47	47	-	-		
1st Strake below L	65	55*	62	10	3	47	50	50	-	-	47	44	47	3	-		
2nd " " K	60	57	50	3	10	47	48	47	-	-	47	47	46	-	1	* Renewed	
3rd " " J	60	38*	56	22	4	47	50	48	-	-	47	47	52	-	-		
4th " " H	60	38*	50	22	10	47	45	44	2	3	47	47	52	-	-		
5th " " G	60	55	41*	5	19	47	49	50	-	-	47	44	50	3	-		
6th " " F	60	55	46*	5	14	47	46	46	1	1	47	46	47	1	-		
7th " " E	61	57	57	4	4	50	42	44	8	6	50	41	58	9	-		
8th " " D	61	57	61	4	-	50	44	46	6	4	50	57	54	-	-		
9th " " C	61	56	56	5	5	50	44	46	6	4	50	57	54	-	-		
10th " " B	61	55	56	6	5	50	50	58	57	-	-	50	58	57	-	-	
11th " " A	61	57	50	4	11	60	55	51	5	9	50	62	60	-	-		
12th Keel	78	64	14			68	56	12			68	60	8				

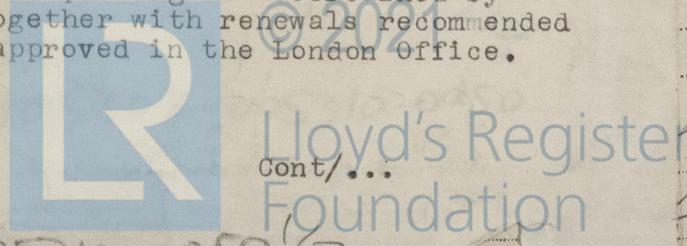
Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to No.3 D.B. tank top plating being dealt with as necessary and deck plating No.5 'tween decks being examined and dealt with as necessary by the Special Survey, also to a bower anchor and port side chain cable being specially examined and dealt with as necessary at the earliest opportunity.

There is an Endorsement of Class (B).

The ANTWERP Surveyors report (4,56) the ship examined afloat and in drydock and the requirements of a SPECIAL SURVEY(D) now complied with.

The thicknesses of shell plating as ascertained by drilling are as stated above and together with renewals recommended and now effected, were previously approved in the London Office.



005307-005310-0050/2

THURSDAY 24 MAY 1956

Committee's Minutes

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"HILARY" - Ant.31190.

Considerable repairs and renewals have been effected on account of wear and tear including subject items as above. Various damage repairs have also been effected at this time. Fourteen lengths of chain cable have been renewed and one length repaired and retested.

A damaged bower anchor has been sent to the U.K. for repairs and will be placed on board on ship's arrival at Liverpool.

SUBMITTED record of docking 3,56 be assigned, SUBJECT to a bower anchor being supplied at the earliest opportunity, and NOTATION of "ss.Ant. 4,56(Dr)" be WITHHELD for EQUIPMENT ( bower anchor to supply).

3,56 Ant. Subject  
Amended  
Without .

DELETE ENDORSEMENT OF CLASS(B).

*[Handwritten signature]*  
*[Handwritten date: 16.5.56]*  
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Lloyd's Register

Foundation

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