

E 2 JAN 1952

ved by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SEL'S NAME "POINT CLEAR" REPORT Ham No. 1575

emarks 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.)

of Survey PERIODICAL SPECIAL SURVEY (D) due for RECLASSIFICATION

(Ship 31 yrs old)

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

The thicknesses are in hundredths of an inch.

STRAKE.	Original Thickness	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
		Thickness by drilling.		Diminution if any.		Thickness by drilling.		Diminution if any.		Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.				
DGE SHEER STRAKE	P	64	61	62	3	2	42	32	30	10	12	40	33	36	7	4	<p>⓪ Denotes plates previously renewed.</p> <p>ⓧ Denotes plates now renewed.</p>
Large Strake below Deck	O	64	61	62	3	2	42	31	30	11	12	40	35	34	5	6	
Small Strake	N	64	60	52	4	12	48	42	41	6	7	48	51	57	⓪	⓪	
Strake below	M	64	52	51	12	13	46	42	41	4	5	50	49	52	1	⓪	
"	L	64	37	34	27	30	48	42	42	6	6	48	40	41	8	7	
"	K	64	42	37	22	27	48	44	41	4	7	48	36	36	12	12	
"	J	64	58	58	6	6	48	42	41	6	7	48	26	35	22	13	
"	H	64	58	57	6	7	48	41	47	7	1	48	39	26	9	22	
"	G	64	59	56	5	8	52	46	47	8	5	52	42	43	10	9	
"	F	64	60	60	4	4	48	45	49	3	⓪	52	40	40	12	12	
"	E	64	59	53	5	11	48	45	47	3	1	52	39	41	13	11	
"	D	64	57	59	7	5	48	59	63	⓪	⓪	50	47	49	3	1	
"	C	64	58	59	6	5	64	52	54	12	10	50	60	62	⓪	⓪	
"	B	64	60	59	4	5	64	59	57	5	7	50	47	43	3	7	
"	A	64	57	59	7	5	64	57	59	7	5	50	43	43	7	7	
WHEEL		102	90		12		72	61		11		78	62		16		

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

This ship was built in America in March 1920 and then classed #100AL "Shelter Deck with freeboard". The class was withdrawn 5,21.

The greater part of a RECLASSIFICATION SURVEY was held in 1940/41 and Notations of #100AL "Shelter Deck with freeboard" (Reclassification Contemplated) were inserted in the Register Book and a subsequent notation of "Examined 6,47" assigned.

In March 1949 a record of "Laid up pending repairs" was assigned.

In March 1951 the HONG KONG Surveyors were authorised to carry out a General Examination with a view to the issue of a certificate enabling the ship to undertake a loaded voyage from Hong Kong to Europe, via North China and the Pacific, on the understanding that a full Reclassification Survey would be held on arrival in Europe.

Lloyd's Register Foundation

008231-008236-0063 3

"POINT CLEAR"

The HAMBURG Surveyors report (10,51), ship placed in dry dock and the full requirements of a SPECIAL SURVEY (D) for RECLASSIFICATION complied with, including drilling of shell plating, the thicknesses of which are shown above and together with renewals effected are considered satisfactory.

On account of damage due to heavy weather and grounding, repairs effected to shell plating, rudder and sternframe, etc.

Extensive wear and tear repairs effected to shell plating, decks and tank top plating, etc.

The third deck forward in way of Nos. 1 & 2 holds has been removed, but portions of the plating in way of the shell and bulkheads have been retained forming stringers.

IT IS SUBMITTED the ship is worthy to have her character reinstated in the Register Book, with record of docking 10,51 and to have the Notation 'ss. Ham. 10,51(Dr)'.
See 10/11

LOCAL "Shelter deck with freeboard" "Carrying Oil F.P. above 150° F in Deep Tank"

10,51 Ham.
ss. Ham. 10,51(Dr)
Reclassified 10,51.

21.12.57

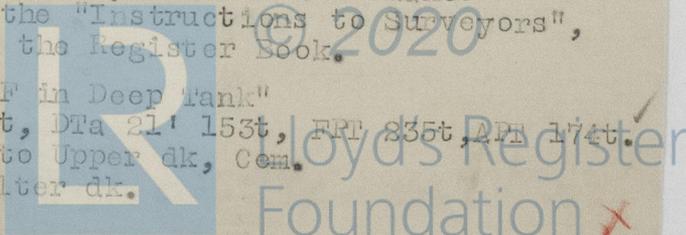
IT IS FURTHER SUBMITTED the HAMBURG Surveyors be advised it is concluded the anchors are in accordance with Rule requirements, but this should be confirmed *see 10/11*

They should also be requested to advise if the 4 deep tanks forward of the Boiler Room are to be used for the carriage of oil as cargo or for bunker oil and if the latter, that the tanks are suitable for this purpose.

An "As Fitted" General Arrangement plan of the ship should be forwarded and the following particulars confirmed by them in accordance with para 29 of the "Instructions to Surveyors", for insertion in the Register Book.

"Carrying Oil F.P. above 150° F in Deep Tank"
Cell DB 344' 1364t MT 36' 838t, DTA 21' 153t, FFP 835t, APR 174t.
EK, 6 BH to Shelter dk, 1 BH to Upper dk, Com.
P 41' B 134' F 46' on Shelter dk.
O.L. 455'

FITTED FOR OIL FUEL FP ABOVE 150° F 3.20.



"POINT CLEAR"

Approval of the removal of the 3rd deck forward and the arrangement of stringers in Nos. 1 & 2 holds shown on Report to be obtained from Plans Department before submission.

*See Plans Dept
endorsement
dated 2.1.52*



*R.S.P.
13.12.51*

C.S.S. Records Dept.

to Note. Rudder sternframe fractures.

It is further submitted the Surveyors be advised it is concluded that pillars are fitted at the corners of no 2 hatchway as at no 1 hatchway, but this should be confirmed

See cable dated 5/1/52



RSP

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3/1/52

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Insert in "M.B." by R.S.P. 29/5/52



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