

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st Nov. 1951 When handed in at Local Office 1951 Port of HAMBURG
No. in Reg. Book 22863 Survey held at HAMBURG Date, First Survey 13th Sep. Last Survey 31st Oct. 19 51
on the ~~Wood~~ Steel S.S. " POINT CLEAR " (No. of Visits 31)

TONNAGE:— Built at Gloucester City, N.J. By whom Pusey & Jones Corp. When 1920 3
GROSS 7777 Owners Bellavista Compania Naviera S.A. Owners' Address -
UNDER DK. 7352 Managers - Port belonging to Panama
NET 4954

Yes Surveyed Afloat or in Dry Dock? Both Name of Dock Deutsche Werft A.G. Destined Voyage -
Now Cell D Bor D Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

ast Report, No. 1503 Port Aden

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Damage Report attached

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey for Reclassification, Renewal Freeboard Survey,
Removal of 2nd Deck in Nos. 1 and 2 cargo holds and

- (1) Heavy Weather Damage stated to have occurred on and between the dates 26th to 30th June, and 11th to 18th July, 1951 whilst vessel on voyage from Singapore to Aden, in loaded condition, and
(2) Grounding Damage stated to have occurred at the Remunia Shoal, North Channel, East of Singapore on 17th June, 1951 with vessel in loaded condition.
Vessel refloated on 19th June, 1951.

NOW DONE FOR SPECIAL SURVEY:—

Vessel placed in drydock.

Shell plating, stern frame and rudder cleaned, examined and coated.

Anchors and cables ranged for examination. Vessel undocked on 26th October, 1951.

p.t.o.

ARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

INT CONDITION OF THE

GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M. (State if on Felt.)
GOOD	Ceiling	GOOD	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month
GOOD	Cement or Asphalt	GOOD	Oil Bunkers	GOOD	Year
GOOD	Rudder	GOOD	Scuppers	GOOD	Boats
GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Masts, Yards, &c.
GOOD	Windlass	GOOD	Hatches	GOOD	Condition, how ascertained (State if wedges removed.)
GOOD	Have pumps been examined and found efficient?	YES	Planking	—	Equipment letter
GOOD	Have Sluice Valves been examined and found efficient?	YES	Caulking	—	Anchors. No. of
GOOD	Have Watertight Doors been examined and found efficient?	YES	Treenails	—	Cables (State if now ranged)
GOOD	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	—	length 300 fms mean diamr. 2 1/16"
GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches	—	Rule length 300 size 2 1/16"
GOOD	Doubling Plates under Sounding Pipes	YES	Timbers of Frame at openings	—	Chain Locker
GOOD			" at other places	—	Hawsers & Warps
GOOD			Stringers, Clamps & Shelves	—	Standing and Running Rigging
GOOD			Siding	—	Sails

eral Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, where now seen, is in efficient condition and eligible in my opinion to remain as classed with fresh record of Survey 10,51 and the notation S.S. Ham 10,51 (Dr).

Survey Fee (per Section 29) S.S. £ 110 : 0 : 0

Special Damage or Repair Fee (if any) (per Sec. 29) £ 55 : 0 : 0

Travelling Expenses (if chargeable) W. & T. Repairs £ 85 : 0 : 0

Sunday Fee £ 12 : 0 : 0

Second Surveyor's Fee (if any) £ 8 : 8 : 0

Fees applied for,

Received by me,

Committee's Minute FRI. 4 JAN 1952Character Assigned Reinstate Can + 150/71 Shellies dk. w. f. 150° F above 150° F in Deep Tank

CERTIFICATE WRITTEN. Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

S.S. " POINT CLEAR "

WEAR AND TEAR REPAIRS:- contd....

No. 12 plate in "M" strake p.s. faired in place.
No. 2 plate in "O" strake (p.s.) renewed.
No. 4 plate in "M" strake (p.s.) cropped and portion removed, faired and refitted
(butt E.W.)
No. 5 plate in "M" strake (p.s.) faired in place.
No. 5 plate in "N" strake (p.s.) renewed.
No. 4 plate in "N" strake (p.s.) cropped and part renewed.
3 shell longitudinals in way of PK 12 shell plate cropped and part renewed.

DECKS (DRILLED AS CONSIDERED NECESSARY):-

6 doubling plates fitted to Shelter Deck plating.

2 doubling plates fitted to Poop Deck plating.

Odd plate edge and rivets on Shelter Deck and poop deck E.W.

Portion of deck in way of SM 4 shell plate cropped and portion removed, faired and refitted.

GENERAL :-

The whole of the boiler room tank top plating in vicinity of boilers including longitudinal framing and floor top angles renewed. (10 plates in all).

Riveting of boiler room tank top clear of new plating entirely renewed.

4 plates of engine room tank top including longitudinals and floor top angles in way renewed.

Two doubling plates fitted in way thrust.

Riveting of engine room tank top clear of the above new plating renewed (about 90%).

ER and BR double bottom tanks thoroughly scaled, cleaned and coated.

Riveting at after end of port and starboard upper stringers in after peak tank renewed.

About 8 hatch beams removed, straightened and riveting overhauled and top angles of all hatchbeams heated and faired in odd local places.

A few hatch battening bars and cleats renewed.

A few portlight glasses renewed and portlights overhauled.

About 260 wood hatch covers renewed.

Steel end bands fitted to all hatch covers.

Sanitary discharge valves overhauled - a few new studs and fittings.
Six new hatch tarpaulins supplied.
A sufficient number of hatch wedges supplied.
All hatch beam end sockets on hatch coamings, heated and faired in

CHAIN CABLES.

[illegible]

Cement box in No. 4 Hold port side at about tank top level cut away and about 12 shell seam rivets in way renewed.

The tank side angles at port and starboard sides Nos. 1, 2 and 6 double bottom tanks entirely re-riveted through shell (Temporary cement repairs in way Nos. 2 and 6 double bottom tanks cut away).

The ballast lines through out vessel examined and tested, approximately 70 new pipes fitted and lines satisfactorily retested on completion.

Three new lengths anchor cables supplied, checked with certificates and connected up vessel (see Report).

About 12 glasses in E.R. skylight renewed.

8. 1575

2A

S.S. "POINT CLEAR"

GENERAL:- contd...

The fidley and engine casing top examined (previously covered with cement) and steelwork found satisfactory.
Eight boat deck beams cropped and part renewed (butts E.W.).
Fore and mainmast deck tables part renewed.
A few scupper pipes, air and sounding pipes renewed.
Windlass opened out for examination, overhauled and placed in good order.
A few mushroom ventilators renewed.
Approximately 400 odd shell rivets renewed.

NOW DONE FOR HEAVY WEATHER DAMAGE:-

Vessel placed in drydock.
Shell plating, stern frame and rudder cleaned, examined and coated (Proportion Fractures in the double plate rudder and fabricated portion of stern frame veed out and E.W.).
Steering gear opened out for examination, overhauled and satisfactorily tested.
Telemotor gear checked and re-set.
4 large cowl ventilators renewed.
3 portlight glasses renewed.
Steam smothering deck connections, valves and tee pieces for Nos. 4 and 5 cargo holds and tween decks renewed.

NOW DONE FOR GROUNDING DAMAGE:-

Vessel placed in drydock.
Shell plating, stern frame and rudder cleaned, examined and coated (Proportion No. 3 shell plate (from forward) in "A" strake, (p.s.) renewed.
No. 2 shell plate (from forward) in "B" strake, (p.s.) released and faired in.
No. 3 shell plate (from forward) in "B" strake, (p.s.) released and faired in.
Nos. 2 and 3 keel plates released and faired in place.
No. 14 shell plate in "E" strake starboard side renewed.
Nos. 1 and 6 double bottom tanks pressure tested on completion of the above repairs and found satisfactory.
Oxter plate, starboard side fractured - veed out and E.W.
Cement box in way fractured plate removed, riveting in way renewed and after peak tank satisfactorily tested on completion.
Guard rails on forecastle deck, starboard side, removed, straightened and replaced with part new material.
Forward starboard mooring pipe, forecastle deck renewed (broken).
Fore peak starboard air pipe goose neck renewed (missing).
About 20 ft. guard rails on poop deck renewed (missing).
Poop deck in way of anchor davit socket faired in place, doubling plate renewed, socket replaced and new anchor davit supplied.
Port side fairlead on poop deck and seating renewed.
One new mooring rope supplied.

REMOVAL OF 2ND DECK IN NOS. 1 AND 2 CARGO HOLDS:-

The lower deck in Nos. 1 and 2 cargo holds has been cut away leaving a stringer for width of vertical webs at ships' side and at after bulkheads of Nos. 1 and 2 cargo holds.
Prior to the deck being removed the scantlings of longitudinals shell framing vertical shell webs, bulkheads and hold pillars and girders were checked and found to be satisfactory without the support of 3rd deck.
It was recommended however to leave stringers at shell and bulkheads (see sketch attached herewith)

67.

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Port of HAMBURG.

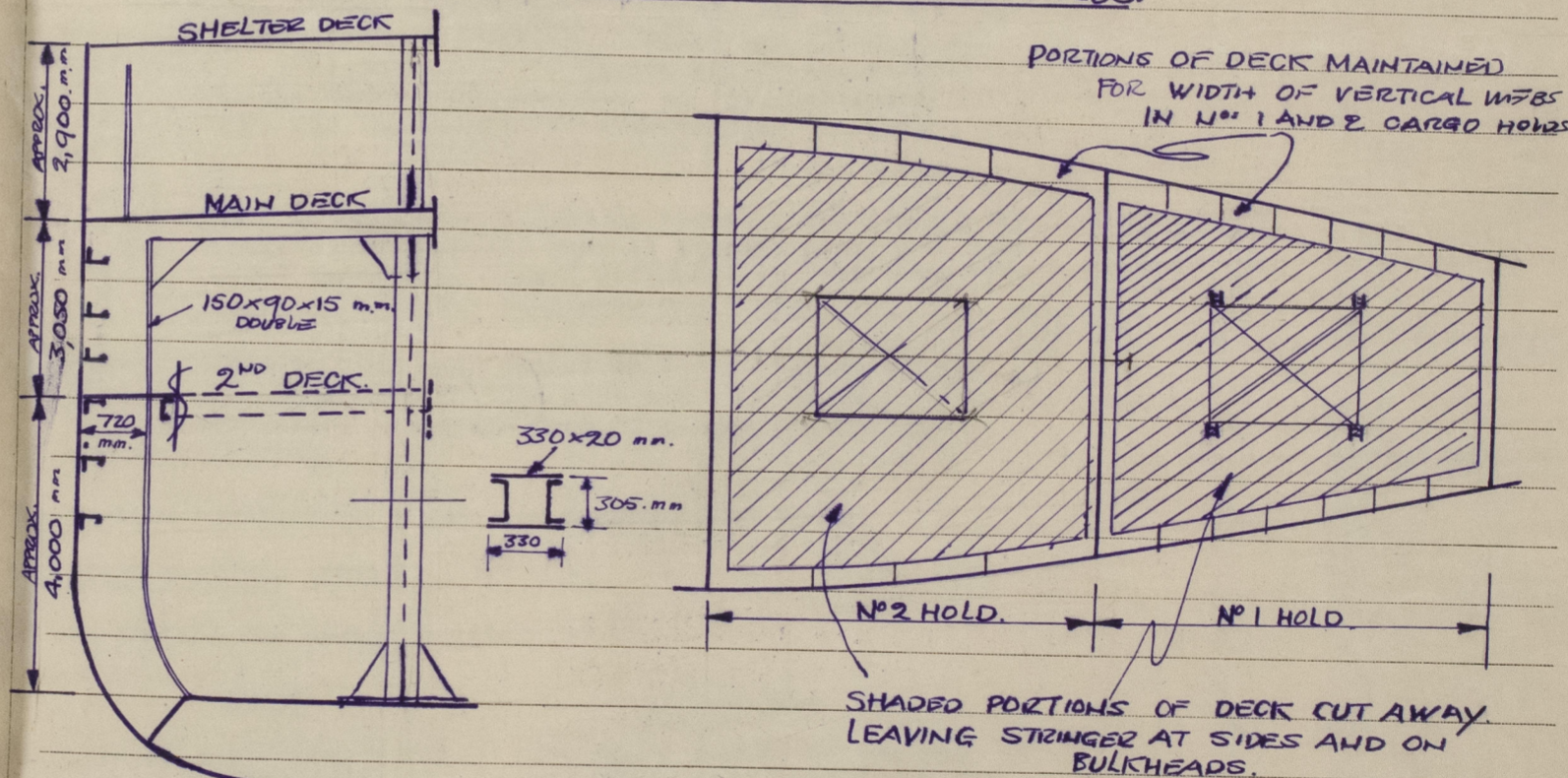
Continuation of Report No. 1575 dated 21st November, 1951. on the

"POINT CLEAR"

	STRAKE	AMIDSHIPS					FOREWARD					AFT				
		ORIG. THICK.	DRILLING		DIMINUTION		ORIG. THICK.	DRILLING		DIMINUTION		ORIG. THICK.	DRILLING		DIMINUTION	
			PORT	STARBOARD	PORT	STARBOARD		PORT	STARBOARD	PORT	STARBOARD		PORT	STARBOARD	PORT	S
P	BRIDGE SHEER STRAKE	.64	.61	.62	.03	.02	.42	.32	.30	.10	.12	.40	.33	.36	.07	.04
O	STRAKE BELOW	.64	.61	.62	.03	.02	.42	.31	.30	.11	.12	.40	.35	.34	.05	.06
N	SHEER IN WELL STRAKE	.78	.73	.72	.05	.06	.48	.42	.41	.06	.07	.48	.51	.57	①	①
M	1 ST BELOW	.64	.52	.51	.12	.13	.46	.42	.41	.04	.05	.50	.49	.52	.01	①
L	2 ND "	.64	.37	.34	.27	.30	.48	.42	.42	.06	.06	.48	.40	.41	.08	.07
K	3 RD "	.64	.42	.37	.22	.27	.48	.44	.41	.04	.07	.48	.36	.36	.12	.12
J	4 TH "	.64	.58	.58	.06	.06	.48	.42	.41	.06	.07	.48	.26	.35	.22	.13
H	5 TH "	.64	.58	.57	.06	.07	.48	.41	.47	.07	.01	.48	.39	.26	.09	.22
G	6 TH "	.64	.59	.56	.05	.08	.52	.46	.47	.08	.05	.52	.42	.43	.10	.09
F	7 TH "	.64	.60	.60	.04	.04	.48	.45	.49	.03	①	.52	.40	.40	.12	.12
E	8 TH "	.64	.59	.53	.05	1.1	.48	.45	.47	.03	.01	.52	.39	.41	.13	.11
D	9 TH "	.64	.57	.59	.07	.05	.48	.59	.63	①	①	.50	.47	.49	.03	.01
C	10 TH "	.64	.58	.59	.06	.05	.64	.52	.54	.12	.10	.50	.60	.62	①	①
B	11 TH "	.64	.60	.59	.04	.05	.64	.59	.57	.05	.07	.50	.47	.43	.03	.07
A	12 TH "	.64	.57	.59	.07	.05	.64					.50	.43	.48	.07	.07
KEEL	13 TH "	1.02	.90		.12	.72	.61		.11			.78	.62		.16	

① Shell plates previously renewed. Further drillings taken and extent of the previously renewed plating fairly extensive at the fore end.

2ND DECK IN NOS. 1 AND 2 CARGO HOLDS.



The vertical webs at shell and bulkheads and pillars at hatch corners are continuous up to the Main Deck and the 2ND Deck has been built round these members.
It appears therefore, that the ship was originally built as a Shelter Deck vessel and the part 2ND Deck added after the original design was completed. 67.