

1575.

S.S. " POINT CLEAR "

EXAMINED:-

All holds, tween decks, fore and after peak spaces, coal bunkers, engine and boiler spaces, under engines and boilers, plating in way of sidelights decks, hatchways with their closing and securing appliances, anchors, cables, chain locker, masts and rigging, steering gear, auxiliary steering gear, windlass, general equipment, hand pumps, watertight doors, ventilator coamings and covers, air and sounding pipes, lifeboats, cargo battens and casings.
Renewal Freeboard Survey carried out.
Shell plating drilled and gauged (Copy attached herewith).

EXAMINED INTERNALLY AND TESTED:-

Fore and after peak tanks, all deep tanks and all double bottom tanks.
Ballast lines examined and tested.
All spaces previously cleared, ceiling, lining and cement removed and structure cleaned as required.
Steelwork afterwards coated as necessary.
Ceiling and lining replaced - cement renewed as necessary.

WEAR AND TEAR REPAIRS:-

(Shell plates numbered from forward)
No. 19 shell plate in "H" strake (s.s.) renewed.
Nos. 5, 9, 10, 12, 13 and 19 shell plates in "K" strake (s.s.) renewed.
Nos. 8, 9 and 11 shell plates in "L" strake (s.s.) renewed.
Nos. 1 and 2 shell plates in "M" strake (s.s.) faired in place.
No. 2 shell plate in "N" strake (s.s.) faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream.....												
	Kedge.....												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
206	41	2 1/6	10 1/2	14 2/5	116-2-0	-	-	2 1/6	WEDGONT HEAVY STRONG LINK.	H.C. STUBBEN SOHN HAMBURG - 1-N-51 F. OHLZEN.	

No. 3 shell plate in "N" strake (s.s.) cropped and part renewed.
No. 20 shell plate in "J" strake (p.s.) renewed.
Nos. 8, 9, 10, 11, 12, 13 shell plates in "K" strake (p.s.) renewed.
Nos. 8, 9, 12, 13 shell plates in "L" strake (p.s.) renewed.
No. 3 plate in "L" strake released and faired in place.
Doubling plates fitted to sheerstrake at breaks of Bridge (4 in all).

S.S. " POINT CLEAR "

WEAR AND TEAR REPAIRS:- contd....

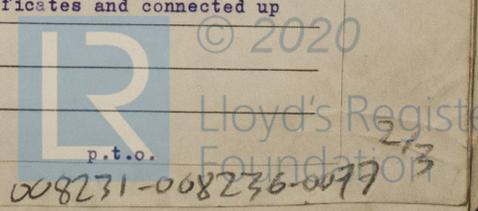
No. 12 plate in "M" strake p.s. faired in place.
No. 2 plate in "O" strake (p.s.) renewed.
No. 4 plate in "M" strake (p.s.) cropped and portion removed, faired and refitted (butt E.W.)
No. 5 plate in "M" strake (p.s.) faired in place.
No. 5 plate in "N" strake (p.s.) renewed.
No. 4 plate in "N" strake (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 place - a few re-riveted.
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.



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.
 Oxtter 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)

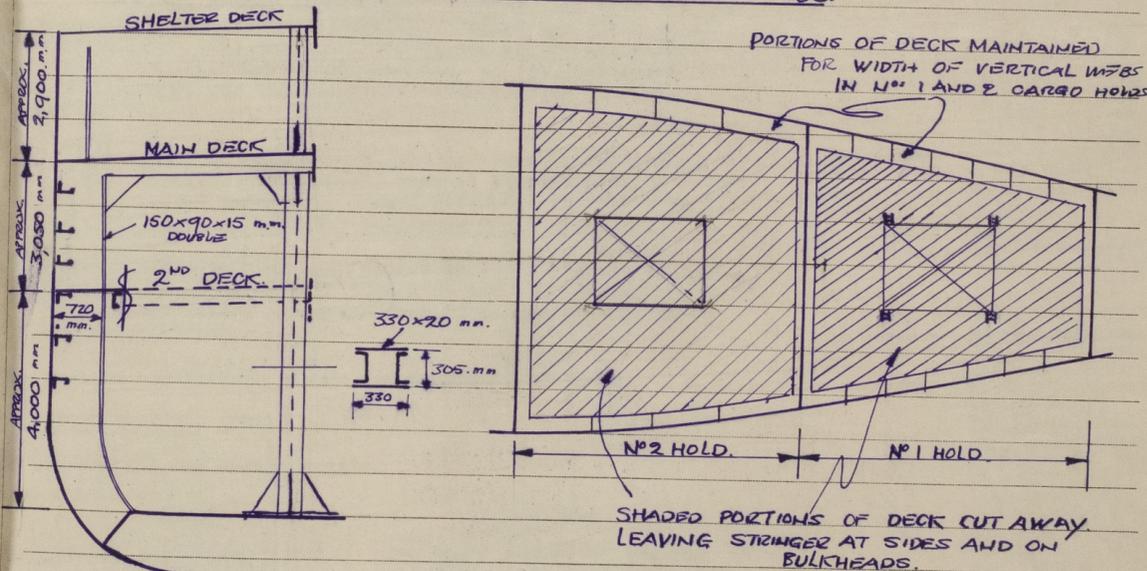
89

"POINT CLEAR"

STRAKE	ORIG. THICK.	AMIDSHIPS THICKNESS BY DRILLING				FOREWARD				AFT					
		DIMINUTION		DIMINUTION		DRILLING		DIMINUTION		DRILLING		DIMINUTION			
		PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD		
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 STRAKE IN WELL	.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	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. 89.