

HANSA TYPE SHIPS

These ships built during the war in Germany or occupied territory are of three types: 3,000 tons, 5,000 tons and 9,000 tons deadweight, and ordinary Thomas (Basic Bessemer) or improved types of this steel (Si Alto and H.P.N. steel) were used in the construction.

From the records obtained in Germany and occupied countries and compiled by the Society, some of these ships were almost entirely of ordinary or improved Thomas steel, but in many of the ships only parts of the structure were of Improved Thomas steel - viz. floors, bulkheads, shaft tunnel, shell stringers, second deck, upper between hatchways only, casings, deckhouses and all sectional material, including frames - the remaining parts including shell and strength deck being of Open Hearth Steel.

On the 14th February, 1946, the General Committee confirmed the decision that such ships in which any type of Thomas Steel had been used could not be accepted for full classification with the Society, but provided they were submitted to a suitable annual General Examination, Trading and Load Line Certificates, valid for 12 months, could be issued and the record "Examined L.R." (with date) made in the Register Book.

On 12.2.48 the question of the classification of Hansa type ships was fully considered by a special meeting of the General Committee when it was decided that the ships which were part of Open Hearth steel and part of Improved Thomas steel were to undergo a Special Survey and the Society's requirements for "Ships Not Built Under Survey" complied with after which the class 100A1 "Subject to Annual Examination" would be assigned together with a notation of special survey. The annual examination was to be confined to a general examination of the parts of the structure constructed of Thomas steel. This decision was eventually implemented and the ships concerned have since been maintained each in class as a result of satisfactory subsequent special surveys and annual examinations.

This subject was further considered by the Committee - refer to our letter dated 27.9.51 to the Surveyors - who agreed to a relaxation of previous arrangements by not requiring all double bottom tanks to be opened up annually unless the internal examination of one representative tank revealed fractures or undue deterioration - a different "pilot" tank to be examined internally each year.

The records indicate that no defects have so far developed in any parts of the structure stated to be of Improved Thomas steel.

Owners now request that the special examination annually of the parts of the structure of Improved Thomas steel be discontinued and the Notation "Subject to Annual Examination" be deleted from the ships' class in the classification certificate and Register Book.

In the light of experience, and after careful review, it is submitted that this condition of class be now deleted.

27th April, 1956

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