

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port

H A M B U R G.

5th December, 1951.

This is to Certify that

E. Flynn & R.F. Kähler

undersigned Surveyor to this Society did at the request of

Messrs. Gellatly, Hankey & Co.m.b.H., Hamburg, and with the consent of the Owners' Representative attend on board the steam vessel "POINT CLEAR", 7777 tons gross of Panama whilst the vessel lay in drydock at Deutsche Werft A.G., Hamburg, on 13th September 1951, and subsequently, for the purpose of ascertaining the nature and extent of

- 1) Damage stated to have been caused by vessel grounding at the Remunia Shoal, North Channel, East of Singapore on 17th June 1951 in loaded condition. Vessel refloated on 19th June 1951 with the assistance of the Admiralty Tug " ENIGMA ",
- 2) Damage stated to have been caused by heavy weather 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.

for further particulars please see vessels' log books.

GROUNDING DAMAGE:- (HULL)

on examination the undersigned:-

FOUND

PA 3, PB 2, 3 and Nos. 2 and 3 keel plates indented (Plates numbered from forward).

RECOMMENDED

The No. 1 double bottom tank be gas freed and cleaned out for repairs.
PA 3 shell plate be renewed.
PB 2 and 3 shell plates released and faired in place.
Nos. 2 and 3 keel plates released and faired in place.
On completion of repairs the No. 1 double bottom tank be pressure tested.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed. It is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Members or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Down 2/1

Hamm 8/12.

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" POINT CLEAR "FOUND

No. 14 shell plate from forward
 damaged and scored.

During the pressure testing of
 No. 1 double bottom tank
 rivets in tank margin angle
 port and starboard found leaking
 started.

FINDING DAMAGE:- (MACHINERY):-

Recommended the following items to be opened up for examination:-
 auxiliary pump and refrigerating condenser.

FOUND

auxiliary pump, buckets scored in
 of bucket ring grooves.
 bucket rods and neck bushes scored.

Refrigerating condenser scaled and
 coils leaking.

Following items of damage including machinery stated to be due
 refloating vessel:-

FOUND

Whole of the starboard side
 handrail and stanchions on
 fore-castle deck bent over.

Forward starboard mooring
 in fore-castle deck bulwarks
 broken.

Gooseneck for the fore peak
 pipe, starboard side, fore-
 castle deck missing and deck
 plating blanked off.

About 20 ft. of guardrails and
 stanchions at after end of
 poop deck missing and temporary
 railing fitted.

Port side fairlead on poop
 deck broken and seating fractured
 and distorted.

Poop deck plating and
 doubling plate in way of the
 anchor davit socket distorted
 and the anchor davit missing.

RECOMMENDED

The No. 6 double bottom tank be
 cleaned the S.E. 14 shell plate
 renewed and No. 6 double bottom
 tank pressure tested on completion.

Riveting be cut out and renewed
 and the No. 1 double bottom tank
 retested on completion.

RECOMMENDED

Bucket ring grooves to be dressed
 up, bucket rods, rings and neck
 bushes to be renewed.
 Bucket cylinders to be machined.

Refrigerating condenser to be
 cleaned and coils to be repaired.

RECOMMENDED

Handrails and stanchions be removed
 ashore, heated and straightened and
 re-secured in position with part new
 material.

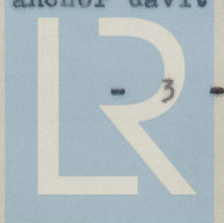
Mooring pipe be renewed.

New gooseneck for fore peak
 air pipe be fitted.

New guard rails and stanchions
 be fitted.

A new fairlead be supplied and
 secured in position to a new
 seating.

The anchor davit socket be removed,
 poop deck plating faired in place,
 doubling plate renewed, davit
 socket re-secured in place and new
 anchor davit supplied.



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FOUND

spring rope (in new condition)
aged.
ated to have been damaged by
ssing through the damaged
irlead.

e outer plate at starboard
de of sternframe fractured,
veting in way started and a
emporary cement box fitted
side peak tank.

e following items to be opened up:-

rew shaft, stern bush, cocks, valves and outside fastenings of
a connections.
in engine cylinders, pistons, valves and valve casings, crossheads,
ides and connecting rods with bearings, crank-and thrust shafts
th their bearings, attached air-, feed water - and bilge pumps
th beams and bearings.
dependent circulating and ballast pumps.
in condenser.
el holding down bolts to be tested.

FOUND

rust shaft bearings, forward
wer half, white metal cracked.

1 main bearing, top half, white
metal cracked.

in condenser, 30 tubes leaking.

overcirculating pump, impeller shaft
and bearing bush scored.

llast pump bucket rods, neck
shes, bucket rings and valves
solidly scored.

holding down bolts of main
gine and thrust bearing cracked.

eneral:-

order to ascertain the nature and extent of damage it was necessary
drydock the vessel and due to the shortage of drydocking facilities
the vessel was first drydocked for examination, and later redocked
for repairs and testing of tanks.

Vessel docked for examination 13th September, 1951

Vessel undocked after examination 14th September, 1951

Vessel docked for repairs 5th October, 1951

Vessel undocked after repairs 9th October, 1951.

RECOMMENDED

One new 8" manilla mooring rope
be supplied.

The temporary cement box inside
peak tank be removed, riveting
renewed and fractured plate veed
out and E.W.

After peak tank pressure tested
on completion.

RECOMMENDED

Thrust shaft bearing, forward
lower half to be remetalled.

To be remetalled.

30 condenser tubes and 60
ferrules to be renewed.

Impeller shaft to be dressed up
and bearing bush to be renewed.

Bucket rods, rings, and neck
bushes to be renewed, valves
to be reconditioned.

6 holding down bolts to be
renewed.



" POINT CLEAR "

above damage is consistent, in our opinion, with the causes alleged. The above recommendations and work incidental thereto have been and carried out in order to place the vessel in the same efficient condition as prevailed prior to the damage.

Repairs have been effected by Deutsche Werft A.G., Hamburg for the sum of £ 6,083-11-9.

Damage due to Actual Grounding - £ 2.623 - 16 - 2
Damage due to Refloating Operations - £ 2.518 - 5 - 8,

which is in our opinion, reasonable.

The sum includes the rigging of staging for repairs and cleaning and fitting all new and disturbed work.

Stocking, dock dues and necessary shifting charges are estimated at £ 941 - 9 - 11 this sum also being included in the above total.

WEATHER DAMAGE:- (HULL)

Examination the undersigned:-

FOUND

Rudder side plates fractured.

Unfabricated portion of stern frame at bottom of aperture fractured.

Renewed ventilator cowls for Nos. 1, 2 and 4 cargo holds, (4 in all) renewed.

Renewed portlight frames in fore-castle and fitted with steel blanks.

Renewed deck fittings, tee pieces and valves for the steam smothering system to Nos. 4 and 5 cargo holds between decks part missing and broken (remaining fittings in deteriorated condition).

Renewed lengths of deck steam line at starboard side of No. 2 cargo hatch coaming and one length at starboard side between Nos. 4 and 5 cargo hatches broken (pipes in deteriorated condition).

Renewed temporary electric wiring to fittings on fore-castle front, fore and main masts bridge front and sternlight.

RECOMMENDED

Fractures veed out and E.W.

Sternframe in way be scaled for further examination and fractures veed out and welded.

The four ventilator cowls be renewed.

The steel blanks be renewed and three new glasses fitted.

New deck pieces, tee pieces and valves be fitted and tested out on completion.

The two lengths of 4" deck steam line be renewed.

The temporary wiring be removed and about 40 ft. new wiring be fitted across fore-castle front, 50 ft. across bridge front and completely new leads from deck level to mast lights complete with new junction boxes and light sockets.

The remainder of the conduit piping along decks be examined and re-secured in place with new clips and the whole of the system

" POINT CLEAR "WEATHER DAMAGE:- (MACHINERY)

ring engine to be opened up for examination.

FOUND

crank disks with pins out
line.
k bearings scored.
on rings scored and cracked.

RECOMMENDED

Crank disks to be machined and
pins to be renewed.
To be machined.
To be renewed.

ral:-

Owners' Representative states the repairs to the steering gear
ied out at Columbo were temporary only and the steering gear
therefore been opened out this time, overhauled, placed in good
r and tested out on completion. Telemotor gear re-set.

No. 1 hatch tarpaulin stated to have been ripped during heavy
her has not been examined.

order to ascertain the nature and extent of possilbe damage it
necessary to drydock the vessel and during the drydock period
electric welding of the rudder side plates and fabricated portion
sternframe was carried out in conjunction with the grounding
age repairs.

above damage is consistent, in our opinion, with the causes
aged and the above recommendations and work incidental thereto
s been made and carried out to place the vessel in the same
efficient condition as prevailed prior to the damage.

airs have been effected by Deutsche Werft A.G. Hamburg, for the
of £ 818-9-1 which is considered reasonable.

s sum includes the rigging of staging for repairs and cleaning
painting all new and disturbed work.

E. Hynn and R. Kohler

Surveyors to Lloyd's Register of Shipping.

DM 800.-

PS. " 30.-



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