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T2-SE-A1 type tanker.

LAST REPORT NO. 54300 PORT HUL.

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME S.S. 'FORT STEVENS' REPORT Liv. No. 127855

For the CHIEF SHIP SURVEYOR and ~~CHIEF ENGINEER SURVEYOR~~

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.)

S.S. FOR CLASSIFICATION, ALTERATIONS AND REPAIRS.

Nature of Survey..... ~~When due~~

This tanker was built in 1944 and classed with the American Bureau of Shipping.

The provisional class 100A1 "(Classification contemplated)" "Carrying Petroleum in bulk" and notation of "Examined 6.47" are assigned.

These notations are subject to permanent repairs to indented shell plating (p & s) at the first convenient opportunity and to equipment being brought up to Rule requirements at the first possible opportunity.

The LIVERPOOL Surveyors in a First Entry Report (as per Circular 1871) and Rpt. 8, report (9.48) the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

The shell and deck plating has been ^{cut and} strapped, holes cut in butts of bilge keels, rudder specially examined, repaired and reinforced at this time.

Cracks in way of tripping brackets on transverse bulkheads throughout main cargo tanks and at ends of longitudinal bulkheads repaired, and centre webs of main cargo tanks stiffened in accordance with approved methods.

Indented shell plating (p & s) as above partly dealt with in way of strapping. The remainder continues efficient.

The weights of the bower anchors on board are considerably in excess of the Rules. The Equipment of chain cables is short of 60 fathoms. The anchors and cables otherwise comply with the Rules and have been tested by the American Bureau of Shipping.

"Subject to permanent repairs to indented shell plating (p & s) at the first convenient opportunity and to 60 fathoms of chain cable being supplied at the first possible opportunity".

100A1 "Carrying Petroleum in bulk"

"Fitted for oil fuel, F.P. above 150°F."

9.48 Bkn.

S.S. Bkn.- 9.48

Classed 9.48

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'FORT STEVENS'

1 Dk, 2nd dk in way of mchy space, "Elec. welded", "Longitudinal framing".

Cell DBuE 82' 230t, DTf 32' 759t, FPT 314t, APT 56t

FK, 14 BH

P 108' B 36' F 56'

Mchy Aft

O.L. 523.5'

E.S.D.

2 $\frac{5}{16}$ "

Equipment letter for fees: "gt" in red.

It is further submitted the Surveyors be informed it is concluded fourteen bulkheads extending to the upper deck require to be recorded in this case but they should state if this is so. X

C.S.S. Records Dept.
to note, Fractures



JMB. 1.12.48
1.12.48.



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