

Gross Tonnage 10667.13
Register Tonnage 6320.58

deck. See Sec. 3 (1c)
1st Longitudinal Number (L x D)
2nd Number (L x B + D)

Managers
(Where necessary to be entered in Reg. Book)

Alabama Drydock & Shipbuilding Co. Ltd., Mobile, Alabama.

Yard No. -

5m. 8.46.

LAST REPORT NO: 125827 : Div.

T.2.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SSEL'S NAME "THELICONUS" REPORT Nwc. No. 105225

remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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.)

This T2 tanker was built in 1944 and classed with the American Bureau of Shipping.

Notations of 100A1 "Carrying Petroleum in bulk" (Classification Contemplated) and "Examined 5.47" are assigned.

These notations are subject to the equipment being brought up to Rule requirements at the first opportunity.

Plans for this type of vessel have been examined in this Office and the scantlings and arrangements found suitable for the class 100A- Carrying Petroleum in bulk.

The NEWCASTLE Surveyors report (4.48) vessel placed in dry dock, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

First Entry Report furnished in accordance with Circular No. 1871.

The deck, bottom and side shell plating has been cut and strapped at this time.

Electric welding repairs effected to a number of bottom transverse brackets, fractured at connection to longitudinal bulkhead.

Tee bars fitted to tripping brackets of transverse bulkhead webs in centre tanks only (no fractures found).

Repairs (electric welding) effected to sternframe below aperture and the Surveyors recommend these be specially examined at the next dry docking.

The vessel has now on board 3 bower anchors, 1 stream anchor and 300 fathoms of chain cable, which is 30 fathoms below Rule requirements and the Surveyors recommend this be supplied at the first opportunity.

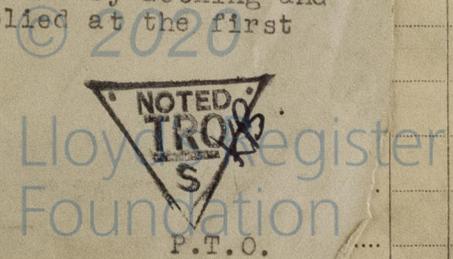
The equipment has been tested by the American Bureau of Shipping.

It is submitted the vessel is eligible to be classed 100A1 "Carrying Petroleum in bulk" with record of docking survey 4.48 and notation of S.S. 4.48, subject to sternframe (E.W. 4.48) being specially examined at the next dry docking and to 30 fathoms of chain cable being supplied at the first opportunity.

100A1 "Carrying Petroleum in bulk".
"Fitted for oil fuel FP above 150°F".
4.48 Shl.
S.S. Shl. 4.48 } subject.

Classed 4.48.

002956-002969-0322 1/2



Angles Spacing
DOUBLE BOTTOM.
Solid Floor thickness and spacing

"THELICONUS"

1 Dk. 2nd dk in way of mchy space, "Elec. welded"
 "Longitudinal framing".
 Cell DBuE 82' 238t, DTf 32' 760t, FPT 314t, APT 56t.
 FK, 14BH
 P 108', B 36', F 56'
 Mchy Aft.
 O.L. 523.5'
 E.S.D.
 2 5/16"

Equipment letter for fees "g†" in red.

It is submitted the Surveyors be informed in all future similar cases all particulars required for Record in the Register Book should be inserted in their Rpt 1 in accordance with Circular No.1871.

They should be informed it is concluded the equipment of ropes on board is equivalent to Rule requirements, but they should state if this is so.

C.S.B. Records Dept.
 to note.



fractured bottom transverse brackets.
noted

J.T. *J.C.D.*
 18.5.48.



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Lloyd's Register Foundation

0322 2/2

002956-002969-0024