

Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP NAME

"TENAGODUS"

REPORT

Off.

No. 56166

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

Notations of 100A1 "Carrying Petroleum in bulk" (Classification Contemplated) and "Examined 9.47" are assigned.

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

Periodical Special Survey ~~for~~ for Classification partly held Liverpool 9.47 and a First Entry Report furnished in accordance with Circular No.1871.

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".

Action is deferred for equipment.

The CARDIFF Surveyors report (6.48) the vessel placed in dry dock, the requirements for Vessels Not Built Under Survey complied with and the PERIODICAL SPECIAL SURVEY completed.

The deck, side and bottom shell plating have been cut and strapped (in accordance with approved plans and specification), horizontal brackets have been fitted to deep webs on transverse bulkheads 4/5 and 6/7, cropped and sniped tee bar connections fitted to bulkheads with horizontal bracket welded to tee bars. Bilge keels sniped for 5'-0" at each end and doubling plates fitted to shell in way.

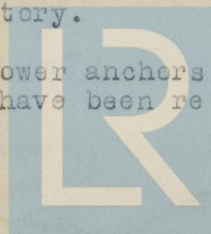
Permanent repairs effected to indented shell plating (p & s) as above.

Remainder of indented shell plating, as above, continues efficient.

One bower anchor, as above, put on board and verified with Certificate.

The rudder has been specially examined in accordance with Circular No.1870 and found satisfactory.

165 fathoms of cable and 2 bower anchors originally tested by the American Bureau of Shipping have been retested and verified with certificates.



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"TENAGODUS"

105 fathoms of chain cable transferred from a sister vessel. This cable and the stream anchor have been tested by the American Bureau of Shipping.

It is submitted the equipment could be accepted for the figure "1", the notation of Lloyd's A & CP being omitted.

The vessel has now on board three bower anchors, one stream anchor, and 270 fathoms of chain cable which is 60 fathoms below Rule requirements and it is recommended that 60 fathoms be put on board at the first opportunity.

It is submitted the vessel is eligible to be classed 100A1 "Carrying Petroleum in bulk" with record of docking survey 6.48 and notation of S.S. 6.48, subject to 60 fathoms of chain cable being placed on board at the first opportunity and to permanent repairs to indented shell plating (p & s) at the first convenient opportunity.

100A1 "Carrying Petroleum in bulk".
"Fitted for oil fuel FP above 150°F"

6.48 ~~CH~~s.) subject.
S.S. ~~CH~~s. 6.48) amended.

Classed 6.48.

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

Cell DBuE 82' 273t, DTf 32' 745t, FPT 314t, APT 56t.

FK, 14 BH.

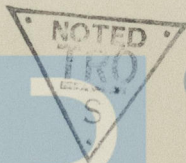
P 108', B 36', F 56'

Mchy Aft

O.L. 523.5'

E.S.D.

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



Equipment letter for fees 'gt' in red.

See note re: fees on back of letter

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