

27 JUL 1948

(Received at London Office)

No. 56166

95404

REPORT OF SURVEY FOR REPAIRS, &c.

Survey Report. 24th. July 1948. When handed in at Local Office. 24th. July, 1948. Port of **CARDIFF**

Survey held at **CARDIFF** Date, First Survey 29 April Last Survey 26 June 1948
(No. of Visits 2)

on the **WOODBROOK** Steel. **"TENAGODUS"**

Classification: Built at **MOBILE, ALA.** By whom **ALABAMA D.D. & S.B. CO. LTD.** When **1944**

DK. **9489** Owners. **ANGLO-SAXON PETROLEUM CO. LTD.** Owners' Address. **LONDON**
(If not already recorded in Appendix to Register Book)

Managers. **Channel Dry Dock & Queens Dock & Roath Basin** Port belonging to **LONDON**

Adfloat or in Dry Dock? **Both.** Name of Dock **Queens Dock & Roath Basin** Destined Voyage

Capacity: **10644** tons. FPT. **9489** tons; APT. **6300** tons; MT. **6300** tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report, No. **1001** Port **CARDIFF**

CHARACTER: **1001** (Classification Contemplated) Examined 9, 47

Fitted for oil fuel. Carrying petroleum in bulk. Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2 1/2 ins.

Was a damage report made by anyone else? if so, by whom? **No.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey B (Class contemplated) and Alterations.**

Reason for Special Survey. **Vessel in dry dock. Bottom and Rudder cleaned, examined and afterwards**

1. Rudder specially examined in accordance with Circular 1370 and found satisfactory.

superstructures, peaks, engine and boiler spaces examined. Double bottom tanks, and Fore

ster Peak Tanks tested to Rule and found satisfactory. Oil fuel bunkers, including deep

forward tested to Rule and found satisfactory. All cargo tanks examined internally and

found to Rule requirements. Cables ranged, chain locker, anchors, decks, casings, boats, mast

logging, general equipment, hatchways, ventilators, all closing appliances, pumps, air and

steering pipes, windlass, steering gear, main and auxiliary examined and found or made satisfactory.

Freeboard verified.

Plans C.11(c) and C.12(a) have been forwarded. P.T.O.

OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Examined
Removed and Fair'd or Repaired
Examined or Repaired in place **2 longitudinal repaired & one web frame repaired.**

CONDITION OF THE **Good.**

Decks **Good.** Bulkheads **Good.** Engine Room Skylights **Good.** Copper, or Y.M. **Good.**

Fastenings **Good.** Ceiling **Good.** Coal Bunkers, Openings, Covers, &c. **Good.** When fitted, Month Year

Painting **Good.** Cement or Asphalt **Good.** Oil Bunkers **Good.** Boats **Good.**

In way of sidelights **Good.** Rudder **Good.** Scuppers **Good.** Masts, Yards, &c. **Good.**

Names **Good.** Steering gear and its connections **Good.** Cargo Hatchways **Good.** Condition, how ascertained **from aloft**

Alas **Good.** Windlass **Good.** Hatches **Good.** (State if wedges removed.) Equipment letter **GT**

3.5s **Good.** Have pumps been examined and found efficient? **Yes.** Planking **Good.** Anchors, No. of **3B 1S,**

Plating **Good.** Have Sluice Valves been examined and found efficient? **none fitted.** Caulking **Good.** Cables (State if now ranged) **Yes,**

Tanks been examined internally? **Yes.** Have Watertight Doors been examined and found efficient? **Yes.** Treenails **Good.** length **270F.** mean diamr. **2 1/2/2.5/16"**

Tanks been tested? **Yes.** Have Ventilators and their Coamings been examined and found efficient? **Yes.** Breasthooks & Stemson **Good.** Rule length **330F.** size **2.5/16"**

Chain Locker **Good.** Timbers of Frame at openings **Good.** Chain Locker **Good.** Stringers, Clamps & Shelves **Good.** Standing and Running Rigging **Good.** Sails **Good.**

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The vessel as now seen is eligible in my opinion to remain as classed with fresh dry docking date

and notation "S.S.Cff.6,48" subject as previously recommended, to permanent repairs to indented

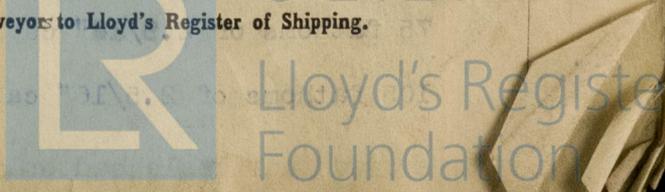
plating etc. (port and starboard) at first convenient opportunity.

(per Sect. on 29)	£ 142: -	Fees applied for,
Alteration	80	19
Damage or Repair Fee (if any) (Sec. 29)	10	19
Expenses (if chargeable)		
Surveyor's Fee (if any)		
		Received by me,
		19

Dun's Sullivan
Surveyor to Lloyd's Register of Shipping.

ENCE CASE. **20 AUG 1948**
6.48 Cff. subject
Write down 5.48 ss Cff. - 6.48 B38-6.48

Is Certificate required? If so, to be sent to 003328-003320210 1/2



The deck plating, bottom shell, F strake above bilge and J strake below main sheer port and starboard have been cut and riveted straps fitted to extent shown on and in accordance with approved plan and specification. The side shell straps are 16 $\frac{1}{2}$ " wide with 6 rows of rivets.

Wing cargo tanks port and starboard were tested to a head of 8'-0" on completion of strapping and found satisfactory.

Modifications. The bottom corners of longitudinal bulkheads at 4/5 and 6/7

Thwartship Bulkheads were cut away and a new portion inset as in Sister Ship

"TECTARIUS", Cardiff Report No. 56106.

Sixteen horizontal brackets to deep webs on Transverse Bulkheads 4/5 and 6/7 cropped and sniped tee bars connections fitted to bulkhead with horizontal brackets welded to tee bars as in "TECTARIUS". (The other 2 horizontal brackets on 6/7 Bulkhead had been previously fitted to tee bars.)

Bilge keels port and starboard sniped for 5'-0" at each end and doubling plates

fitted to shell in way.

Save-all bars now fitted around bottom of oil fuel tanks port and starboard in Engine

Room.

Wear and tear Repairs. Minor repairs effected as per licence sheets C.1/1174.

Deferred Damage Repairs. Shell plates Port J.12 and 13 faired in place and 2

longitudinals, cropped part removed, faired and refitted and one deep web in way cropped

and part renewed in No. 3 Port wing tank, also Port side F.9 & 10 shell plates faired

in place and starboard shell plates J.5, 6 & 9 and F.8 & 10 faired in place to

facilitate fitting of riveted straps.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate	Anchors	WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
52143	1st Bower	101	3	26	68	-	-	95	-	-	Stockless Cast steel	W. Byers	LPHS 30.4.48. J. Hibbs.
23344	2nd "	100	3	21	67	12	2	"	"	"	-do-	-	LPHBC 28.5.48
23345	3rd "	98	3	21	66	17	2	"	"	"	-do-	-	E.W. Dovey.
"	Collective Weight	301	3	12	"	"	"	291	-	-			"
"	Stream	38	1	21	34	18	0	17	28	-	American	Quana	"
"	Kedge										see uph. 105	196099	"

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.	Description.	Makers of Cables.	When and where tested and Superintendent.			
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.					Diam.		
44437	165	2 $\frac{1}{2}$	1275	172 $\frac{1}{2}$	427	3	8	418	-	-	216	5	2 $\frac{1}{2}$	Previously used.	LPHBC 31.5.48. F.W. Dovey.

S.R. List. Remainder of indented side shell plating and bottom plating, not repaired at this time, remains efficient.

Anchors and cables. Vessel on arrival had 165 fathoms 2 $\frac{1}{2}$ " H.T. Cable and 75 fathoms 2. 9/32" diameter W.I. cable: 2 Bower anchors and one stream anchor.

165 fathoms of 2 $\frac{1}{2}$ " H.T. cable and both bower anchors now tested at Proving House and a new Bower anchor supplied, particulars as above. Certificates endorsed.

75 fathoms of 2.9/32" cable condemned as undersize.

105 fathoms of 2.5/16" cast steel cable now supplied, was rejected as Certificates showed that cable had only been tested to 96 $\frac{1}{2}$ / 134 $\frac{3}{4}$ tons (wrought iron equivalent).

105 fathoms of 2.5/16" H.T. steel cable removed from T.E.S. "THALAMUS" at Swansea, now fitted to starboard anchor. This cable (not tested at this time) is part of 300 fathoms 2.5/16" H.T. steel cable Certificate No. P.H. 21324 issued Pittsburgh 6.3.45. This certificate has been endorsed as follows "Seven lengths (105 fathoms) of this cable have been removed and fitted on Starboard anchor (first 7 lengths) of T.E.S. "TENAGODUS", and Report 10 (copy herewith) has been attached thereto.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.