

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 2nd Oct. 1947 When handed in at Local Office 19... Port of Liverpool
Survey held at Birkenhead Date, First Survey 25/9/47 Last Survey 23/9/1947

on the Wood, Iron or Steel ss TENAGODUS EX "Horseshoe" (No. of Visits 8)

TONNAGE: Built at Mobile Ala By whom Alabama I.O. & L.B. Co When 1944

Owners Anglo Saxon Petroleum Co. Owners' Address (If not already recorded in Appendix to Register Book)

Managers Port belonging to London

Kept Afloat or in Dry Dock? Both Name of Dock b. Lds & Alfred. Destined Voyage

Bor DBa feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Capacity tons. FPT tons; APT tons; MT tons. } Only alterations in the existing records of tanks should be inserted.

B. All alterations in the existing records should be underlined.

Report, No. Port

When a vessel is surveyed, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Yes Owners' Agent

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 2 1/4 ins.

Was a damage report made by anyone else? if so, by whom? Not required Not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, DAMAGE & GENERAL EXAMINATION (with a view to classification)

Vessel placed in dry dock, hull plating & rudder cleaned, examined and coated

Examined decks, casings, ventilators, hatchways & their closing appliances, fore and after peak spaces, machinery space, pump rooms, hold, main cargo tanks as far as practicable, windlass, steering gear and general equipment and found or placed in efficient condition.

At examination the following damage was found.

DAMAGE 1 Stated cause - grounding at Bay Ridge, New York on 3rd March, 1947

Shell plates C4 and D7 (ft. s f) scored and slightly indented, no repairs

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

Renewed ... Removed and Fair'd or Repaired ... Fair'd or Repaired in place ...

GENERAL STATEMENT OF THE CONDITION OF THE VESSEL: Bulkheads. Ceiling. Cement or Asphalt. Rudder. Steering gear and its connections. Windlass. Have pumps been examined and found efficient? Have Sluice Valves been examined and found efficient? Have Watertight Doors been examined and found efficient? Have Ventilators and their Coamings been examined and found efficient? Air and Sounding Pipes. Doubling Plates under Sounding Pipes.

Engines. Engine Room Skylights. Coal Bunkers, Openings, Covers, &c. Oil Bunkers. Scuppers. Cargo Hatchways. Hatches. Planking. Caulking. Treennails. Breasthooks & Stemson. Transoms, Pointers & Crutches. Timbers of Frame at openings. Stringers, Clamps & Shelves. Salting. State if examined.

Cooper, or Y.M. (State if on Fell). When fitted, Month Year. Boats. Masts, Yards, &c. Condition, how ascertained by exam. (State if wedges removed). Equipment letter. Anchors, No. of. Cables (State if now ranged). length 270 fms mean diam. 2 5/16" (on-board). Rule length 320 size.

Chain Locker. Hawser & Warps. Standing and Running Rigging. Sails.

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 this 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 so far as seen is in efficient condition & eligible in my opinion to have record of survey 9.47 and notation of exam'd 9.47 subject to indented hull plating etc. being dealt with at Owners convenience.

GENERAL EXAMINATION £ 29: 0: 0 Fees applied for, 11 7 OCT 1947

ALTERATIONS & REPAIRS £ 10: 10: 0 Received by me, Jamish G. Murray

Damage £ 18: 2: 0 Surveyor's Fee (if any) £ 10: 10: 0

Surveyor's Fee (if any) £ 10: 10: 0

Committee's Minute. LIVERPOOL 21 OCT 1947

Classification Contemplated

Examined 9.47

Approved by Surveyor to Lloyd's Register of Shipping.

FRI. 6 FEB 1948

Lloyd's Register Foundation

As Certificate required? If so, to be sent to

003328-003332-0245 1/2

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

were found necessary at this time.

DAMAGE 2 stated cause - ranging at Bay Ridge in March, 1947

Shell plates F9 & G9 (p.s.s.) indented. No repairs considered necessary.

DAMAGE 3. Stated cause - Striking Grain Elevator at Gerard Point

Shell plates Nos 2 & 3 in 1st & 2nd strakes below sheer (s.s.f.) set in, four shell longitudinal & fore hd in hold buckled, hd cracked at 2nd longitudinal from deep tank top.

Permanent repairs are recommended at Owner's convenience.

N.B. Damage 3 had previously been noted by American Bureau Surveyors and an efficient cement box is fitted in way of crack in hold bulkhead.

REPAIRS & ALTERATIONS.

Two W.T. doors in fore-castle bulkhead replaced by 5'-0" x 3'-0" openings closed by portable plates with hook bolts. Small W.T. hatch fitted over starboard fore-castle alleyway. Additional rail fitted round weather decks. Tripping bracket of f.s.a. web in

(SEE P. 3) No 7 (ex), 7 (a) & 8 (c) refitted to bulkhead by means of welded T bar

Gun emplacements, spar deck and sundry war time equipment removed and ship's structure made good. Minor leaks in rudder made good by welding.

Treboard Survey (Assignment) held, B11 and B11 (comp) forwarded to London office.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

* 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.	Where and when tested and Superintendent.
	Length.	Diam.	Stagnatory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

The following items may be accepted towards classification survey -
 Decks, casings, hatchways & their closing appliances, masts & rigging, shell plating & shell plating under side scuttles (shell not dilled), machinery space, structure under boilers, pump rooms, cofferdams, fore & aft peak spaces, ventilators & air pipes, pump rooms & hold, boats, masts & rigging // To complete the survey - All tanks to examine internally & test, (cargo, fore deep, fore & after peaks, and double bottom) cofferdams to test, oil fuel bunkers to examine internally & test, chain locker, windlass, steering gear. Anchors & cables to be brought up to Rule Requirements.

TENAGODUS (EX "Horseshoe")

Equipment.

The anchors were verified with American Bureau Certificates, particulars of which are as follows -

	Actual weight	Specific wt.	Proof strain
Starboard Bower	11,420 lbs	11,400	153,000 lbs
Port "	11,360 "	11,400 "	153,000 "
Spare "	11,420 "	11,410 "	152,288 "
Stream	4308 "	4305 "	78,193 "

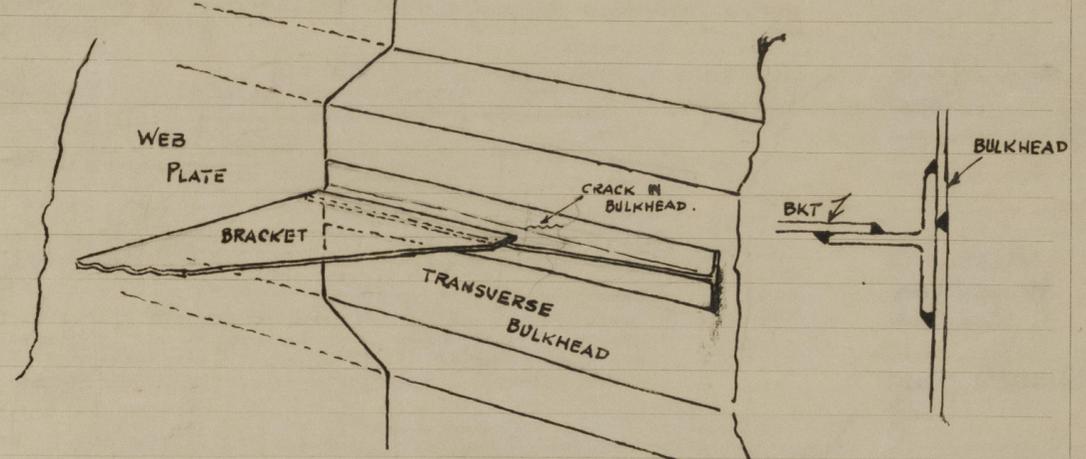
Spare bower of Baldi type, also stream anchor. Other bower anchors of Powell type.

American Bureau certificate for 270 fathoms 2 5/16" cable gave manufacturers weight as 83,505 lbs., Breaking test 424,630 lbs. Statutory test 303,320 lbs.

The vessel was remeasured for Tonnage at this time, particulars are as follows.

Gross	10,635.55
Under decks	9,488.91
Net	6,305.50

Official Number - 181714 Port of Registry - London.



Sketch showing method of reattachment of tripping brackets to bulkheads. Brackets were cut & welded to tee bar. Tee bars were cut breadth of bracket, standing flange reduced from toe of bracket to end of bar.

The scantlings of the vessel, so far as seen, agree with the Midship Section Plans.

Treboard assignment survey held, B11 & B11 (comp) completed, provisional certificate issued, copy attached. (Official certificate received after vessel had sailed)

L.R. No. 152,280 LBS. FOR ANCHOR SUPPLIED

L.R. weight 80,640 lbs. (B) 422,000 lbs. (S) 301,000 lbs.

0245 2/2

