

Received by Chief Ship Surveyor
GB

Received from Chief Ship Surveyor

SHIP NAME m.s. "NASSAU" ex "Y 74"

REPORTS

Sng. No. 9749
Sng. No. 9818
Sng. No. 9819

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.)

L. 182.5' B. 30.0' D. 13.5' Proportions 13.5.

This ship was built in 1944 as a tanker and classed with the American Bureau of Shipping and subsequently converted to a dry cargo ship in 1947.

The ship is constructed on the "Channel System" with the shell and deck formed of 15" Channels disposed transversely, the flanges being closely fitted and the heels and toes welded together.

The new Owners desire Classification with this Society and intend operating the ship on the coasts of N.S.W.

The plans of the ship as converted for the carriage of dry cargo have been examined and provided the requirements of the Rules for the Classification of Ships Not Built Under Survey be carried out, and provided the scantlings and arrangements as shown on the plans be verified from the ship and the equipment found in order, then on receipt of a satisfactory report on completion of the Survey the ship could be recommended for the class 100A1 "For Service on the Coast of N.S.W"

The SINGAPORE Surveyors in a First Entry Report and Rpt.8 report (7,53 & 8,53) ship placed in dry dock and the requirements of the Rules for the Classification of Ships Not Built Under Survey complied with, except for several items, and the scantlings and arrangements verified with the approved plans.

The ship has on board 3 bower anchors, 1 stream anchor and 210 fathoms of 1.3/16" dia. chain cable, all tested by the American Bureau of Shipping.

IT IS SUBMITTED the equipment be accepted for the assignment of the Figure '1', subject to the spare bower anchor being replaced by one of not less than 18 cwts at the first opportunity, the Notation "Lloyd's A & CP" being omitted.

TO COMPLETE THE SPECIAL SURVEY the following Rule requirements remain to be complied with:-

- Double bottom tanks, Fore Peak Tank & After Peak Tank TO TEST
- Double bottom tank (s.s.) to EXAMINE INTERNALLY.
- Freeboards to Verify.



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Contd/.....

Lloyd's Register
Foundation

003687-003697-0107 12

"NASSAU"

IT IS SUBMITTED the ship is eligible to be classed 100A1 "For Service on the Coast of N.S.W" with record of docking 8,53 and Notation of "ss.Sng. 8,53" with Endorsement of Class (B) SUBJECT to the spare bower anchor being replaced by one of 18 cwts in weight WHEN the Classification Survey has been completed.



100A1 "For Service on the Coast of N.S.W"
8,53 Sng.) SUBJECT
ss.Sng. 8,53)
Classed ○

C.S.S. Records Dept.
to note. Keel, side shell, & plate indented
Mr J. M. Murray

1 Dk, "Elec. welded" Transverse Channel Construction"
Cell DBuE 18' O.F; FPT 95tt; APT 38 t.
FK, 5BH,
B aft 39' F 21' (DT 10' 45t)
Mchy Aft 21.54.
O.L. 182.5'
1.3/16"

Equipment letter for fees j

NOTED
The Certificate of Classification to be endorsed "Cargo Ballast not fitted" and the same notation to be printed in the Register Book.

See letter dated 6/10/53

ENDORSEMENT OF CLASS (B).

~~Indented~~ Forecastle deck plating & side shell plating (s.s.) indented.
slightly wavy

IT IS FURTHER SUBMITTED the Surveyors be requested to confirm the reported number of W.T. bulkheads and state frame numbers on which they are fitted.

The capacities of the FPT and APT should be furnished in tons S.W, also the length of the oil fuel double bottom below the engines.

Confirmation is requested that cement or an approved composition is laid on the bottom plating clear of the double bottom tanks, that the equipment of stream wire, towline, hawsers and warps on board complies with, or is equivalent to Rule requirements, and that the length of the bridge aft should be 38.5' and not as reported.

Insert in S.R.L

Bottom to be exp internally annually (Cement omitted)

Lloyd's Register
25.9.53.
0107 1/2