

s.s. "TENNESSEAN".

Rule Dimensions:- 402' x 54.5' x 34.5' to upper deck.

Scantling Nos:- 89 and 35800 (1919-20 Rules)

Proportions:- L = 11.67 depths

This vessel was built in 1919 by the Skinner & Eddy Corporation, Seattle, and classed with the American Bureau. She has now been acquired by the Ministry of Shipping and it is desired that the vessel be classed with Lloyd's Register.

The New York Surveyors have carried out a Condition Survey and issued a provisional certificate pending the carrying out of the requirements of the 2nd Special Survey No.3 for classification, which will be completed at a later date. They also forward plans of Midship Section and Capacity Plan so that the scantlings may be examined.

On examining the plans it is found that ^{although} ~~there~~ the weather deck is designated shelter deck, ~~a poop and forecastle are fitted~~, the watertight bulkheads extend to the weather deck, no tonnage opening is fitted, and the freeboard indicated on the deadweight scale corresponds to an extreme draught of 26' 7", which, as far as can be ascertained from the particulars available, is the maximum permissible on her dimensions.

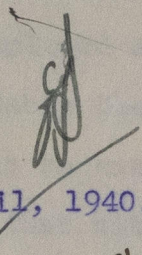
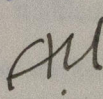
(a poop & forecastle are fitted)

The scantlings and arrangements have, therefore, been considered on this basis and compared with the requirements of the Rules in force when the vessel was built and the practice of the Committee for vessels framed on the longitudinal system, and it is found that they are equivalent thereto, and, subject to the scantlings being verified, full particulars of which should be completed on a First Entry Report Form, the Surveyors satisfy themselves in regard to the scantlings of the bulkheads, exposed machinery casings, hatchways, coamings and webs, and strengthening of bottom forward, on receipt of a satisfactory

report on completion of the Special Survey the vessel can be recommended for the class 100A- with the notation "Longitudinal framing".

The figure 1 will be considered when particulars of the equipment on board are supplied.

If a freeboard is desired the usual particulars on Form C.11 should be forwarded.


25th April, 1940.




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