

Kaiser Co. Inc., Portland, Oregon.

N.N. "SAN KEONARDO" Yard No. 110.

T2-SE-A1 Type Tanker.

2,500,10,47.

LAST REPORT NO. 18196 126616 PORT LIV JULY 1948

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME S.S. 'TURBINELLUS'

REPORT Nwc.

No. 105405

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 in 1944 and classed with the American Bureau of Shipping.

Notations of 100A1, "Carrying Petroleum in bulk", (Classification Contemplated) and "Examined 10.47" are assigned.

The notations are subject to permanent repairs to indented shell plating (p & s) at the first convenient opportunity, and to the equipment being brought up to Rule requirements at the first opportunity.

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".

The NEWCASTLE Surveyors report (6.48) the vessel examined in dry dock and afloat, the requirements for vessels not built under survey and a periodical Special Survey complied with.

A First Entry Report furnished in accordance with Circular No. 1871.

Permanent repairs now effected, to damage due to contact and unknown cause, to bilge keel (s.s.) and counter plating.

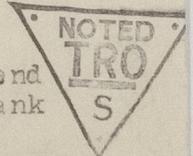
The deck, side and bottom shell plating has been cut and strapped at this time. A number of tripping brackets and Tee bars have been fitted to webs, longitudinal and transverse bulkheads.

Permanent repairs (E.W.) effected to fractures in longitudinal bulkheads at their connection to the transverse flange of the "H" section, in way of Nos. 4 & 5 wings (s), 5 wing (p), 6 wings (p & s), 7 wings (p & s), and 8 wing (s) cargo tanks.

Permanent repairs (E.W.) and doubling effected to fractures in transverse bulkheads of Nos. 1 wing (p & s), 2, 5 & 9 centre, 7 & 8 wings (p) cargo tanks.

On account of damage due to grounding, the Surveyors recommend permanent repairs to bottom plating in way of No. 7 centre cargo tank at the owners' convenience.

The Surveyors report active corrosion in way of shell seams and butts on the bottom shell up to the upper turn of bilge, particularly at the forward end on the transverse butts at the bilge, with evidence of undercutting apparently caused by hand welding. The welds have now been cleaned and filled with gold size and are considered efficient in the meantime, and the Surveyors recommend special examination at the next dry docking.



P.T.O.

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'TURBINELLUS'

The indented shell plating (p & s), as above, examined and remains efficient.

The vessel has on board three bower anchors, one stream anchor and 300 fathoms of chain cable which is 30 fathoms below Rule requirements and it is recommended 30 fathoms be placed on board at the first opportunity.

The equipment has been tested by the American Bureau of Shipping and it is submitted same could be accepted for the figure "1", the notation of "Lloyd's A & CP" being omitted.

It is further 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 the welded seams and butts of the bottom shell up to the upper turn of bilge being specially examined at the next dry docking, and to permanent repairs to bottom plating in way of No. 7 centre cargo tank, to indented shell plating(p & s) at the owners' convenience and to 30 fathoms of chain cable being supplied at the first opportunity.

100A1 "Carrying Petroleum in bulk". "Fitted for oil fuel
6.48 Shl.) F.P. above 150°F".
"S.S.Shl.-6.48") subject

Classed 6,48

1 Dk, 2ND Dk in way of machy.space. "Elec.welded". "Longitudinal Framing".

Cell D.BuE.82', 273t. D.T.f32' 759t. F.P.T.314t. APT. 60t.

F.K.14B.H1

P 108'. B.36'. F.53'.

Mchy.aft.

O.L. 523.5'

E.S.D.

2.5/16"

E.A.D.
30/7/48

Equipment letter for fees "g†" in Red.

C.S.S. Records Dept.

*to note, Fractures in Long. &
Trans. Bldgs. & Corroded
Welding, bottom shell seams
butts.*



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