

s.s. "TRESUS" (T.2 Tanker)

Prospective Owners:- Eagle Oil & Shipping Co.

Cutting and Strapping of Shell and Deck

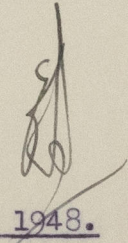
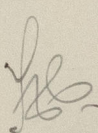
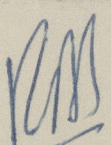
IT IS SUBMITTED Mr. Edgar be informed that his remarks concerning the desirability of cutting and strapping T.2 tankers while the vessels are in dry dock are concurred in. Circumstances may, however, arise wherein it is impossible to hold the vessel in dry dock for the full period during which the deck as well as the underwater shell is dealt with.

This question has already been discussed with the representative of another Owner, who stated that it was impossible to obtain a dry dock for the full time required for the complete strapping. He was advised that in the circumstances the proposal to effect the strapping of the deck afloat would be agreed to, provided steps were taken, by ballasting the vessel, to put her into approximately the same condition of neutral bending moment as would exist were she in dry dock.

Although small differences in shearing force distribution will exist between the condition of the vessel in dry dock and in the above ballast condition afloat, it is considered that, as the straps are longitudinal, the more important provision is that the deck and straps shall be in approximately the same condition of longitudinal stress.

Mr. Edgar should also be advised by wire as follows:-

"T2 TANKER TRESUS WHILE CONSIDERED DESIRABLE ALL STRAPPING BE EFFECTED IN DRY DOCK NEVERTHELESS IF CIRCUMSTANCES SUCH THAT VESSEL CANNOT BE HEID IN DRYDOCK FOR FULL TIME DECK STRAPS MAY BE FITTED AFLOAT PROVIDED VESSEL BALLASTED TO NEUTRAL BENDING MOMENT"


13th September, 1948.




© 2020

Lloyd's Register
Foundation

005367-005376-0053