

/P. Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.

10th September, 1948.

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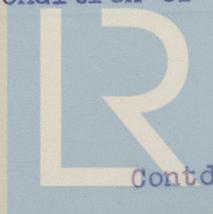
The Secretary,
London.

Dear Sir,

The question has arisen in connection with the strapping of a T2 Tanker, the "TRESUS", as to whether this may be carried out to any extent afloat, and after consideration it has been intimated to the Owners and Repairers that this should not be done.

My reasons are

- (1) It is considered that the cutting and strapping should take place when structural deflection is a minimum and the vessel in a mean position between the hogging and sagging likely to be experienced. This is best attained when on blocks in drydock.
- (2) It would be expected that the normal condition of the vessel afloat as brought to the Repairers would be some degree of hogging, whereas the worst position of the ship on service is probably sagging. It is considered inadvisable to cut the ship and then connect the parts in a position relatively remote from her worst service bending. It is also thought that the cutting and riveting of the several straps should be effected under the same conditions of support and flexure of structure, and as some must be done in drydock, all should be done there. The shearing forces afloat may also be undesirable.
- (3) These vessels have sustained a large variety of fractures of the most serious nature whose origin is still not determined. It thus seems inadvisable for the Society when endeavouring to remedy this to add further circumstances which, while indeterminate, could only be considered as contributing to increase the unsatisfactory structural condition of these ships.



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The Secretary, London.

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The object of commencing this work afloat is to save time in drydock but the saving is small and does not appear proportionate to the risks added. In view of the Representative of the demise charterers and prospective Owners, the Eagle Oil and Shipping Co. Limited, having arranged for this work to be commenced, I shall be glad to know that the views given above are endorsed and that strapping must be effected in drydock if the vessel is to be recommended for class.

It is to be understood work has been started and the decision, if it is to be effective, must be given now. A reply by wire is therefore requested.

It was agreed initially, in an endeavour to meet the Owners and the Repairers, that a start could be made with one tank but that riveting should not be effected afloat. This last item was considered entirely essential. The agreement afforded has now been exceeded and approximately three tanks have already been cut and riveting is proceeding. Having regard to all the circumstances I am not prepared to recommend the acceptance of this ship and trust these views can be confirmed.

Yours faithfully,

J. R. Taylor



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