

Sister vessel to the "FORT COLUMBIA" etc.

5c.7.42

F.E.
(FBD)

X "SEE SPECIAL CORRESPONDENCE ETC. RE ANCHORS" X

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "TECUMSEH PARK" REPORT Ver. No. 6014

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.)

D to W dk 37.33'. D to 2nd dk 28.58'. D for scantlings 36.58' (i.e. 8' above 2nd dk).

1st Long No. 15217 Depth "d" -

2nd Long No. 38879 Proportions = $\frac{L}{D}$ 11.14

Framing As approved

Sheerstrake As approved

The scantlings are suitable for a draught of 18½" in excess of that corresponding to the freeboard which could be assigned as a C.S.S. vessel.

The Special Survey was commenced under the British Corporation and transferred to this Society when the keel, centre girder, bottom and part side shell plating were prefabricated. It is therefore submitted that the Ⓢ denoting the construction under Special Survey be assigned, as recommended by the Surveyors.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed Ⓢ100A1 "With freeboard" "Fitted for oil fuel 10.43 FP above 150°F"

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

2 Dks. "Part electrically welded"

Cell DB 368' 1126t, DTa 20' 765t, DTsf 61' 690t, FPT 148t, APT 160t

FK, 7BH (Coll to W dk, 6 to 2nd dk) 6 divisional W.T. BHs in 'tween decks.

O.L. 439.6'

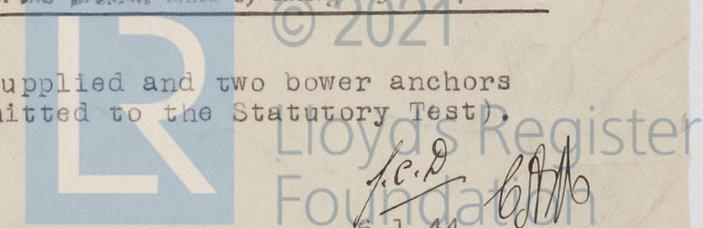
E.S.D.

at

2½" 16"

The class is assigned and maintained upon the understanding that the equipment, ^{of Anchors} will be made to accord with the requirements of the Rules and the two bower anchors and stream anchor on board submitted to the Statutory Test when the present state of emergency has passed.

Insert in S.R.L:- (A bower anchor to be supplied and two bower anchors and stream anchor submitted to the Statutory Test).



F.E.
1907

Received from Chief Ship Surveyor

Received from Chief Ship Surveyor

REPORT

At the request of the Chief Ship Surveyor we have on this case for the consideration of the Classing Committee

The vessel is a motor vessel of the class "Motor Vessel" and is to be classed as such. The vessel is to be classed as such and is to be classed as such.

On 27.03.1907, D. No. 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Depth "A"

1st Long No. 12345

$$\text{Proportions} = \frac{1}{D} \text{ 11.14}$$

2nd Long No. 12345

Sheets are approved

Plans are approved

The drawings are suitable for a draught of 12" in excess of 12" corresponding to the draught which could be assigned as a 12" vessel. The special survey was conducted under the supervision of the Chief Ship Surveyor and the vessel was found to be in compliance with the requirements of the Rules. It is recommended that the vessel be classed as a motor vessel of the class "Motor Vessel" and is to be classed as such.

This vessel appears to have been built in accordance with the

plans and approved plans, and it is certified that it is eligible for

classing as a motor vessel of the class "Motor Vessel" fitted for all loads of 1200 lbs.

The plan is shown on the attached sheets and is certified that it is

in compliance with the requirements of the Rules. It is recommended that the

vessel be classed as a motor vessel of the class "Motor Vessel" and is to be

classed as such. The remaining sheets are shown on the accompanying

drawings and are certified that they are in compliance with the requirements of the

Rules. It is recommended that the vessel be classed as a motor vessel of the

class "Motor Vessel" and is to be classed as such. The remaining sheets are

shown on the accompanying drawings and are certified that they are in

compliance with the requirements of the Rules. It is recommended that the

vessel be classed as a motor vessel of the class "Motor Vessel" and is to be

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class "Motor Vessel" and is to be classed as such. The remaining sheets are

shown on the accompanying drawings and are certified that they are in

compliance with the requirements of the Rules. It is recommended that the



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