

Sun Shipbuilding and Drydock Co., Chester, Pa.

Yard No. 462

T2 - SE - A1 Type tanker.

Chief Surveyors.....
mn

Received from Chief Surveyors.....

EL'S NAME s.s. "GRAVENCHON" REPORT N.Yk. No. 47899
(ex "Sedan")

For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER~~ SURVEYOR.

In cases which have to be submitted to 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.)

of Survey S.S. for Classification ~~Wxxxx~~ Alterations and Repairs.....

This tanker was built in 1945 and classed with the American Bureau of Shipping.

Classification with this Society is desired.

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 NEW YORK Surveyors, on a First Entry Report and Rpt. 8, report (7.47) the scantlings and arrangements verified and the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

Longitudinal seam straps on deck and bottom shell have been fitted in accordance with plan approved in the New York Office.

"Subject to 30 fathoms of chain cable being supplied at the first opportunity".

100A1 "Carrying Petroleum in bulk"
"Fitted for oil fuel FP above 150°F"
7.47 N.Yk
'S.S. N.Yk - 7.47'

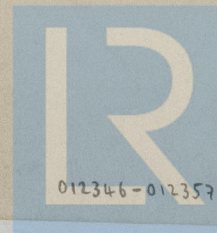
Classed 7.47

1 Dk, 2nd dk in way of mchy space. "Elec. welded." "Longitudinal framing"
Cell DBuE 82' 238t, DTf 32' 760t, FPT 314t, APT 56t
FK, 14BH
P 108', B 36', F 56'
Mchy Aft
O.L. 523.5'
E.S.D.
2 5/16 "

Equipment letter for fees: "g†" in red.



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"GRAVENCHON"

21.4.48.
The Surveyors should be informed it is concluded the thickness of the flat plate keel is .84" throughout as approved and not .44" as reported, and that in addition to the bulkheads reported a cofferdam bulkhead is fitted on frame 73 as indicated on the approved plans, but they should state if this is so.

21.4.48.
It should be pointed out to the Surveyors that although the collective weight of the bow anchors supplied is in excess of Rule requirements this cannot be accepted as compensation for the deficiency of 30 fathoms in the length of the high tensile steel cables of reduced diameter. Additional 30 fathoms of cable will therefore require to be supplied at the first opportunity.

*See Mr Bennet's
reply 15.1.48*



(B)

27.11.47

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