

Richard Dunston Ltd., Thorne.

Yard No.

Received by Chief Ship Surveyor
GB

Received from Chief Ship Surveyor

19 APR 1950

VESSEL'S NAME s.s. "TAYWOOD TID" (ex "T.I.D. 110") REPORT Ant No. 25767

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, 24/5/52.)

This tug was built in 1944 under the supervision of the British Corporation.

Classification with Lloyd's Register is now desired.

For full particulars regarding this case see previous endorsement.

A First Entry Report with particulars of scantlings and arrangements has now been received from the ANTWERP Surveyors.

The equipment of anchors and chain cables on board complies with the Rules. One bower anchor and 15 fathoms of chain cable have been retested by the Antwerp Surveyors and evidence has been furnished that one bower anchor has been tested at a Lloyd's Proving House in the U.K. and 60 fathoms of chain cable by the British Corporation.

It is therefore submitted the vessel is eligible to be classed 100A1 "For River & Harbour Towing Services" with the notation of s.s.-11.49 on receipt of a report stating that she has been examined on arrival at a West African Port and found satisfactory and that the open floors and bottom plating have been coated as required by the Rules.

record of docking survey 8.49 and

100A1 "For River & Harbour Towing Services"
8.49 Ght "Fitted for oil fuel FP above 150° F"
s.s. Ght - 11.49

Classed 11.49

"Elec. welded"

APF 8t

FK, 4BH

O.L. 74.0'

Extreme breadth over belting : 18.0'

NOTE: To be submitted for Classification when the above requirements have been complied with.

It is further submitted the Surveyors be informed it is concluded the thickness of the centre keelson intercostal plates is $\frac{3}{8}$ ". The thickness of $\frac{3}{8}$ " reported for "Foundation plate on Floors" of the Middle Line Keelson is not understood as in addition to the 3" x $\frac{1}{2}$ " flat bar no foundation plate is shown on the plans at this Office.

See letter 11.3.50

Inserted in S.R.L: (Bottom clear of engine room to be examined externally annually (Cement omitted)) See letter 20.3.50 and endorsement on survey 1.14.50

J.C.D
1.3.50

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