

10 JUL 1947

(Received at London Office)

No. 47778

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report May 15th 1947 when handed in at Local Office May 19th 1947 Port of NEW YORK

Survey held at New York Date, First Survey March 24th Last Survey April 25th 1947

on the ~~Wood~~ Iron or Steel S.S. "TRANQUEBAR" ex "KINGS POINT VICTORY" YEAR MONTH

TONNAGE:— Built at Baltimore, Md. By whom Bethlehem Fairfield Shyds When 1915 6

GROSS 7604 Owners East Asiatic Co. Ltd. Owners' Address Copenhagen

UNDER DK. Managers Port belonging to Copenhagen

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Prospect Terminal Brooklyn, N.Y. Destined Voyage

LD Bor DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

al capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

First Report, No. Port

Radical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Was a damage report made by anyone else? if so, by whom? Nil

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage (2) Classification, (3) Alterations, (4) Repairs.

(1) Damage:- The following according to American Bureau Report was stated to have been sustained at Calcutta, on 15th October, 1945 (cause not stated), Shell plating in way of frames Nos. 30 to 32 (P) slightly indented below tween deck, no repairs carried out at this time.

(2) Special Survey Now Done:- Holds, tween decks, fore and after peak tanks and store spaces forward, spaces under bridge, engine and boiler spaces, steering gear compartment and spaces aft, all steel work throughout vessel carefully examined and found in good condition and recoated.

Fore and after peaks examined internally and found in good condition. Decks, casings, hatchways, hatches, beams, tarpaulins, cleats and fastenings, ventilators with comings and covers, ceiling under hatches, cargo battens, air and sounding pipes, windlass, steering gear, telemotors and hand steering gear, pumps, W.T. doors, scuppers, E.R. vent PTO

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Condition of Decks	Good	Bulkheads	Good	Engine Room Skylights	Vent Good	Copper, or Y.M.	
Joinings	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Rivets & Fastenings	Good	Cement or Asphalt		Oil Bunkers		When fitted, Month	Year
Side Plating	Good	Rudder		Scuppers	Good	Boat	Good
" in way of sidelights	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Transverse Frames		Windlass	Good	Hatches	Good	Condition, how ascertained	from deck
Longitudinals		Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	none
Diagonals		Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	
Reverses		Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3 B. 1 S.
Stays	Pt examined Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	No
Bottom Plating	Good	Air and Sounding Pipes	Yes	Transoms, Pointers & Crutches		" length	mean diam.
Are the Tanks been examined internally?	No	Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" (on board)	size
Are the Tanks been tested?	No			" at other places		Chain Locker	
				Stringers, Clamps & Shelves		Hawsers & Warps	Good
				Salting	(State if examined.)	Standing and Running Rigging	Good
						Sails	

General Observations, Opinion as to Class, Recommendation, &c.:-

This vessel is in good condition and eligible in my opinion, to be classed with this Society and be assigned a record of 100 AI (class contemplated) and of Examined 4,47 and to have notation of S.S. New York 4,47 when vessel has been examined in drydock, all tanks have been examined internally and tested as per Rule anchor and chains examined and when the hinged water tight door to the shaft tunnel has been replaced with a sliding watertight door operated from the freeboard deck & subject to shell plating & frame Nos. 30 to 32 (P) being dealt with at Owners Conv.

Water Capacity Tons. 106.34 (648.2) 282.2 98

Survey Fee (per Section 29) \$: ✓ : Fees applied for, 19 Received by me, 19

Special Damage or Repair Fee (if any) (per Sec. 29) \$: ✓ : \$

Traveling Expenses (if chargeable) \$: ✓ : \$

Surveyor's Fee (if any) \$: ✓ : \$

Committee's Minute 100 AI

Character Assigned Class contemplated subject (L.R.M.) Examined 4,47 N.Y.K. BS 3,47 N.Y.K. 2.10.47

P. PARTLY HELD, 30. Nov 4/1947.

Certificate required? If so, to be sent to 01308-01307-0125.1 1/2



skylight, boats, masts with deck fastenings, rigging from deck, spare anchor, hawsers, warps and general equipment, examined and all found or now placed in good condition.

Fore and after peak tanks tested and proven tight.

Freeboard marks as cut in with "A B" marks verified.

Special Survey requirements partly completed at this time, the following items are outstanding.

Vessel to be drydocked and bottom examined.

Sea valves, anchors and cable to be ranged and chain lockers examined.

Double bottom and deep tanks to be examined and tested.

Watertight door to tunnel to be changed to an approved sliding door operated from the freeboard deck.

(3) Alterations Now Done:- Wartime armament and equipment removed, also all ballast, troop accommodation throughout all holds removed, along with sanitary discharges, W.T. doors in various bulkheads removed and openings closed with welded inserts, also openings through decks for companionways, except shell plates "H" No.5 (P&S) in hold No.1 which were cropped, 5 feet from after end and new sections welded in, to eliminate the various opening cut in these areas, all hose tested and proven tight.

In upper tween decks, holds, Nos.2,3,4 and 5 the various storerooms installed for service as troop carrier were retained, for cargo service, small doors being closed and new sliding steel doors fitted. No.2 hold upper tween deck expanded metal bulkhead around refrigerating machinery replaced with 3/16" steel plate and extend to 4 ft. off center-line, Starboard.

Refrigerator store spaces in No.1 hold, 2nd tween deck, frames 14 to 35 (divided into three boxes 12 to 21 and 21 to 35, P & S, 2320, 4310 and 4380 cubic ft.) and in No.2 hold

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
BC25325	2nd "													Baldt		RK 31-3-47
	3rd "	73	15				56	15	0	0				Stockless		
	Collective Weight															
	Stream															
	Kedge															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire											

tween deck, frames 37 to 46 portside, (divided into two boxes 1200 and 125 cub. ft.) remained as installed.

Four steel pontoon type hatch covers made to original specifications and supplied; 14 pieces of hold ladders made and fitted. Hatch guard stanchions and chains renewed as necessary. Hold extension rods freed and guarded. Cargo battens completed throughout. Access trunks doors to holds, opened for service; Ammunition storage forward frames 14 to 20 longitudinal bulkhead removed. Portside entrance hatch removed and opening closed with welded insert. Two steel hinged doors (P&S) fitted in bulkhead 20 for access to special cargo space. Spare anchor placed on board (no certificate available). PTO

Ships original name and port hammered out and new names cut in. Gun platform aft and on upper bridge, bulwark plating cropped to within 6" of deck, stanchions and three tiers of chain rail fitted in way. No.1 hold aft bulkhead, tween deck W.T. doors removed and regulation tonnage openings cut, P & S, fitted with framing angles for storm boards.

(4) Repairs Now Done:- No.1 hatch ^{two} beams faired; midship accommodation, 6 new portlights installed and nine glasses renewed. Watertight doors freed, rigging overhauled also all derrick equipment. Gangway reconditioned; No.2 lifeboat hole in hull repaired, No.4 lifeboat, two indents in hull faired and motors in lifeboats (2) reconditioned. Equipment in all lifeboats (4) brought up to requirements. All gooseneck air vents to tanks, gauze wire screens renewed and steel hinged covers freed and fitted with spring clips. Starboard hawse pipe lower flange web fractured, veed out and welded.

Bloomfield

NOTE:- This vessel was not drydocked at this time, as she had just been drydocked at Newport News, in March, 1947 as per copy of American Bureau of Shipping, Report No.8556 dated March 7th, 1947 copy attached.

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N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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