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to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME "TRANQUEBAR" ex. "KING'S POINT VICTORY" REPORT N.Yk. No. 47778  
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, 24/5/02.)

ature of Survey..... When due.....

The Victory type vessel was built in 1945 to American Bureau requirements and classification with this Society is now desired.

First Entry reports have been examined and details shown therein are similar to previous vessels of this type which have already been accepted.

The vessel has been examined afloat and LMC survey partly held.

The vessel was examined in dry dock in March this year by American Bureau Surveyors and all sea cocks, valves and fastenings and the screw shaft were examined at that time.

The Surveyor now reports that the following remains to complete the survey:-

- 1) The feed water system does not comply with the Rules in that only one check valve is fitted to each boiler.
- 2) The main electric generator governors require to be tested.
- 3) Electric wiring in the holds requires protection against mechanical damage.
- 4) A spare propeller is required to complete the spare gear.
- 5) The LP turbine requires to be opened up and examined.

IT IS SUBMITTED this vessel's machinery is eligible for the notation "Examined 4.47" (Class Contemplated) and BS 3.47 now, [subject to the feed water system being altered to comply with the Rules] and WILL BE eligible for the Record LMC 4.47 when the survey has been completed as above.

Notes for S.R.L.:- Economisers to examine at each Boiler Survey. Screw shaft to examine about 3.50.

The New York Surveyors should be asked to state the heating surface per boiler, per superheater and per economiser as the total heating surface quoted in the report is not the same as for previous vessels of this type. In this connection it is desired to know whether the economisers are permanently out of use in view of his remarks that they have been by-passed. So. Ntr. w.m 4/9/47

Particulars for Register Book:-  
2 steam turbines D.R. geared to one screw shaft  
2 WTB 525 lb. (Spt. 473 lb.) F.D.  
Fitted for oil fuel, F.F. above 150° F.  
Omit HS and MN meanwhile.

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"TRANQUEBAR"

The Surveyors should be informed that if it is desired to carry cargo oil in the No. 4 deep tanks the suction valves thereto should be provided with adequate means for locking shut. 30.12.47. 4/9/47.

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