

Chief Surveyors.....

Received from Chief Surveyors.....

V'S NAME "VIKDAL" ex. "JOHN MASON" REPORT N.Yk. No. 47695.

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.)

Survey ..... When due .....

This "LIBERTY" type vessel was built in 1943 to American Bureau requirements, and Classification with this Society is desired.

First Entry reports have been received and, from the particulars given, the machinery installation appears to be identical to the "CHELATROS" which has already been accepted.

The vessel has been examined in dry dock and the requirements of LMC and TS Surveys carried out. A spare propeller is not on board.

IT IS SUBMITTED this vessel's machinery is eligible to be classed LMC 4.47 and S (CL) 4.47.

Fitted for oil fuel. F.P. above 150° F.

2 WTB 250 lb. (Spt. 230 lb.)

✓ Subject to a spare propeller being placed on board at the first opportunity.

Particulars for Register Book:-

Triple Expansion 24 $\frac{1}{2}$ " x 37" x 70" - 48"

HS 10232 sq. ft.

MN 668

The Surveyors should be informed that, in the vessels of this type, the bilge suction in machinery spaces were as follows:-

Bilge suction in E.R.:- 2 at 2 $\frac{1}{2}$ ", 2 at 3".

Bilge suction in B.R.:- 2 at 3".

Bilge suction in Holds:- Nos. 1, 2, 3, 4, 5 - 2 at 3" each.

Independent power pump direct suction to E.R. Bilges:- 2 at 5".

Since the suction have been quoted differently in this case, the Surveyors remarks are desired.

They should be advised that the boiler pressures have been altered to 250 lb. (Spt. 230 lb.) to line up with other vessels of this type, and be asked to confirm that this is correct.

Further, the screw shaft liner thicknesses stated are  $\frac{2}{32}$ " and  $\frac{2}{32}$ " and these figures should be confirmed or amended.

So. N.Yk. 7/8/47.

See N.Yk. L. of 17/9/47

Lloyd's Register  
Foundation

23. 6. 47.