

Chief Surveyors.....

Received from Chief Surveyors.....

EL'S NAME "GRAVENCHON" ex. "SEDAN" REPORT N. V. No. 47899

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..... Classification..... When due.....

This Turbo-Electrically propelled tanker was built in 1945 at Chester, Pa., to American Bureau requirements and Classification with this Society is now desired.

The First Entry reports on the machinery, boilers and electrical installation have been examined and the details therein are such as might be accepted. Regarding the main propulsion motor and cables please see separate electrical endorsement.

The vessel has been examined in dry dock and the requirements of the LMC survey carried out. The screw shaft and stern bush were also examined.

IT IS SUBMITTED that the machinery of this vessel is eligible for records LMC 7.47,  
S (CL) 6.47.

Particulars for Register Book:-

1 steam turbine connected to electric motor and screw shaft.  
2 WTB 500 lb. (Spt. 464 lb.)  
HS 11354 sq. ft.  
MN (1324) 1486.

FITTED FOR OIL FUEL — FLASH POINT ABOVE 150°F.

In similar standard boilers 2½" diameter Improved High Lift are fitted. In this case the New York Surveyor reports them as 2" diameter and he should be requested to confirm this figure.

See H.K. Letter dated 21.4.48.

10.5/48

1.12.47.



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