

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

Book 81557

(No. of Visits 6)

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 1945 6

ROSS 7604

Owners East Asiatic Co. Ltd.

Owners' Address Copenhagen

NDER DK.

Managers

(if not already recorded in Appendix to Register Book).

Port belonging to Copenhagen

ET 4549

veyed Afloat or in Dry Dock? Afloat

Name of Dock Prospect Terminal

Destined Voyage

LD Bor DBa

feet; uE&B

feet; f

feet

al capacity

tons

FPT

tons; APT

tons; MT

feet

tons

Only alterations in the existing records of tanks should be inserted.

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

st Report, No.

Port

Periodical 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. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 Yes Not required

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 7 ins.

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 Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Good

Planking of Decks

Good

Mastings

Good

Rings & Fastenings

Good

Side Plating

Good

" in way of sidelights

Good

Transverse

Good

Longitudinal

Good

Bulkheads

Good

Ceiling

Good

Cement or Asphalt

-

Rudder

-

Steering gear and its connections

Good

Windlass

Good

Have pumps been examined and found efficient?

Yes

Have Sluice Valves been examined and found efficient?

-

Have Watertight Doors been examined and found efficient?

Yes

Have Ventilators and their Comings been examined and found efficient?

Yes

Air and Sounding Pipes

Yes

Doubling Plates under Sounding Pipes

-

Engine Room Skylights Vent Good

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boat

Masts, Yards, &c.

Condition, how ascertained from deck

(State if wedges removed.) none

Equipment letter

Anchors, No. of 3 B. 1 S.

Cables (State if now ranged) No

" length mean diam.

(on board)

" Rule length size

Chain Locker

Hawsers & Warps Good

Standing and Running Rigging Good

Sails

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition and eligible in my opinion, to be classed with this Society

and be assigned a record of 100 A1 (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 & frames Nos. 30 to 32 (P) being dealt with at Owners Conv.

Survey Fee (per Section 29)

\$

:

:

Fees applied for,

19

Received by me,

19

Special Damage or Repair Fee (if any) (per Sec. 29)

\$

:

:

Selling Expenses (if chargeable)

\$

:

:

Bond Surveyor's Fee (if any)

\$

:

:

NEW YORK JUN 11 1947

Committee's Minute

100 A1

Character Assigned

Class contemplated

subject (L&M)

of Visits

Examined 4,47 N.Y.K.

PARTLY HELD, 30. Nov 4/9/47.

BS 3,47

N.Y.K. 2.10.47



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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

013008-013017-0125.1 1/2

re A. B. is noted by Conving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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 out 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 centerline. 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															
	2nd "															
BC25325	3rd "	73	-	15	---			56	15	0	0			Baldt		RK 31-3-47
	Collective Weight													Stockless		
	Stream															
	Kedge															

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

CHAIN CABLES.

[illegible]

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

remained as installed.

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). V.B. PTO

Rpt. 9a.

Port of NEW YORK

Continuation of Report No. 47778 dated April 25th, 1947 on the S.S.

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.

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.

$$0/25.1 \frac{1}{2}$$