

Ept. 8.

No. 55

(Received at London Office)

No. 195

DISCLASSED SECTION No. 55  
REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15/3/1948 When handed in at Local Office

Port of Trinidad, B.W.I.

No. in Survey held at Pointe-a-Pierre, Trinidad

Date, First Survey 19th Feb. Last Survey 28th Feb. 1948

Reg. Book

on the ~~Woodhouse~~ Steel S.S. "IERE"

(No. of Visits)

TONNAGE :-

Built at Middlesbrough

By whom Smith Dry Dock Co

When 1929

MONTH 3

GROSS 835

Owners Trinidad Leaseholds Ltd

Owners' Address

UNDER DECK 729

Managers

(If not already recorded in Appendix to Register Book)

NET 408

Port belonging to London.

Surveyed Afloat or in Dry Dock? Both

Name of Dock Govant Slipway

Destined Voyage United Kingdom

LD Bor DBa feet; uE &amp; B feet; f of Spain. feet

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

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

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

Report, No. 157 Port Trinidad, B.W.I.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear and tear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

In 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.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys  
(including date of N.B., if any).

\*100A1  
7.46.9.47  
S.S. No. 3-9.48  
Carrying petroleum in bulk  
Fitted for oil fuel 2.29, F.P.  
above 150 F.  
Examined 9.47 (9.48)  
Society's Freeboard (if assigned) as painted on Ship and now verified ft ins.

Was a damage report made by anyone else? if so, by whom? No

IRS, OR EXAMINATION AS PER RULE, FOR Examination of Hull re repairs necessary to enable vessel proceed U.K. Vessel examined on slipway and afloat. General condition externally good. Repairs carried out on slipway include Shoe on stem post welded, 12" doubler fitted on steel plate in way fwd. hold. 12" doubler fitted stbd side "B" stake, No. 1 Tank. Rudder gland packed, Underwater fittings examined and placed in good order. Internal examination. It was found that the defects reported on my Report No. 157 dated 18/9/47 were appreciably worse and the state of "o.3 Tanks had deteriorated considerably. It was recommended that these tanks be thoroughly scaled for examination & when this was done they were found as follows:- Floors intercostals etc in very poor condition and only of paper thickness in places; the panting beams are corroded through in many places and deck beams, knees, bulkheads, stiffeners etc are very badly corroded. Nos 1 & 2 tanks were not scaled at time of /

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

GENERAL CONDITION OF THE VESSEL

Decks	good	Bulkheads	good	Engine Room Skylights		Copper, or Y.M.	
Fastenings	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Plating	good	Cement or Asphalt	good	Oil Bunkers		When fitted, Month	
in way of sidelights	good	Rudder	good	Scuppers		Boats	
Frames	good except No. 3 tanks etc	Steering gear and its connections	good	Cargo Hatchways		Masts, Yards, &c.	
Inlets	fair	Windlass	good	Hatches		Condition, how ascertained	
Seats	fair	Have pumps been examined and found efficient?		Planking		(State if wedges removed.)	
Good except fwd hold	good	Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	
Plating	Wasted "o.3 tanks	Have Watertight Doors been examined and found efficient?		Treenails		Anchors, No. of	3
Tanks been examined internally?	yes	Have Ventilators and their Coamings been examined and found efficient?		Breasthooks & Stemson		Cables (State if now ranged)	
Tanks been tested?	no	Air and Sounding Pipes		Transoms, Pointers & Crutches		" length 180 ft mean dia (on board.)	
		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" Rule length 210 ft	
				" at other places		Chain Locker	
				Stringers, Clamps & Shelves		Hawsers & Warps	
				Salting		Standing and Running Rigging	
				(State if examined.)		Sails	

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

State clearly whether any, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent on 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."

Recommend that vessel remain as Classed in the Register Book. (subject to permanent repairs to ~~above~~ wasted plating, floors, intercostals, frames etc, being effected before vessel resumes trading again.)

(per Section 29) \$85.00

Fees applied for,

Damage or Repair Fee (if any)

19

(per Sec. 29)

Travelling Expenses (if chargeable)

\$36.00

Received by me,

19

Second Surveyor's Fee (if any)

Committee's Minute

FRI. 23 APR 1948

Character Assigned

Deferred for repairs &amp; S.S.

Surveyor to Lloyd's Register of Shipping

25 JUN 1948

Recon

Lloyd's Register Foundation



The minimum temporary repairs necessary to make vessel seaworthy ~~time~~ for voyage to U.K. in my opinion would be:- Fill Nos 3 cargo tanks with cement to top of floors; renew panting beams Nos 1, 2, & 3 Tanks; fit stiffening beams under deck No.3 cargo tanks.

It has been pointed out to the Owners here that above is absolute minimum temporary repairs required and it is understood that a large sum of money will require to be spent to return vessel to Class when she reaches the United Kingdom.

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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	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.

[illegible]

Iron Stream Chain }  
or Steel Wire }

General Committee  
Thursday, 5<sup>th</sup> January 1950  
Planning Committee  
decision confirmed  
VH