

Ept. 8.

No. 55

DISCLOSED SECTION

(Received at London Office)

No. 195

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 ~~Wood Iron~~ Steel S.S. "IERE"

(No. of Visits 4)

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 & B feet; f of Spain. feet

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.

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

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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.

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

REPAIRS, 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 shell plate in way fwd. hold. 12" doubler fitted stbd side "B" stake, No. 1 Tank. Rudder gland repacked, 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 Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE VESSEL		INTERNAL EXAMINATION		EXTERNAL EXAMINATION	
Condition of Decks	good	Bulkheads	good	Engine Room Skylights	-
Fastenings	good	Cement or Asphalt	-	Coal Bunkers, Openings, Covers, &c.	-
Plating	good	Rudder	good	Oil Bunkers	-
in way of sidelights	good	Steering gear and its connections	good	Scuppers	-
Frames	good except No. 3 tanks etc	Windlass	good	Cargo Hatchways	-
Internal	fair	Have pumps been examined and found efficient?	-	Hatches	-
External	fair	Have Sluice Valves been examined and found efficient?	-	Planking	-
Good except fwd hold	good	Have Watertight Doors been examined and found efficient?	-	Caulking	-
Bottom Plating	wasted "o.3 tanks	Have Ventilators and their Coamings been examined and found efficient?	-	Treenails	-
Tanks been examined internally?	YES	Air and Sounding Pipes	-	Breasthooks & Stems	-
Tanks been tested?	NO	Doubling Plates under Sounding Pipes	-	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	-
				Boats	-
				Masts, Yards, &c.	-
				Condition, how ascertained	-
				(State if wedges removed.)	
				Equipment letter	R
				Anchors, No. of	3
				Cables (State if now ranged)	No
				" length 180 fms mean dia (on board.)	-
				" Rule length 210 fms	-
				Chain Locker	-
				Hawsers & Warps	-
				Standing and Running Rigging	-
				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 on 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."

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,	19
Damage or Repair Fee (if any)		Received by me,	19
(per Sec. 29)	\$36.00		
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute. FRI, 23 APR 1948

Surveyor to Lloyd's Register of Shipping. 25 JUN 1948. Lloyd's Register Foundation

9210-808900-462900

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/ examination but I consider that their condition is good enough to enable vessel to make voyage across Atlantic if panting beams are renewed.

The minimum temporary repairs necessary to make vessel seaworthy ~~xxx~~ 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.

so much damped as to spread the ink, or to cause it to show through to the other side.

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 "															
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain } or Steel Wire }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Line
General Committee
Thursday, 5th January 1950
Classing Committee
decision confirmed
W.H.



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