

**REPORT of SURVEY for REPAIRS, &c.**Date of Writing Report **12<sup>th</sup> September 1905** When handed in at Local Office **12<sup>th</sup> Sept. 1905**Port of **SUNDERLAND**No. in Survey held at **SUNDERLAND**Date, First Survey **21<sup>st</sup> August** Last Survey **19<sup>th</sup> September 1905**Reg. Book. **769** on the **Wood, Iron or Steel** **S.S. "TIEGENNA"**(No. of Visits) **13**Master **J. SNAITH**

TONNAGE

GROSS **1261**UNDER DECK **1021**NET **805**Built at **P. SHIELDS**By whom **J. PEARCE & CO**When **1880**Owners **P. BROWN & Son L<sup>rs</sup>**Port belonging to **LEITH**

Owners' Address

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

Surveyed Afloat or in Dry Dock?

Name of Dock **Bridge Dock**Destined Voyage **CRUZE**

WB=Cell DBorDBa

feet; uE&amp;B

feet; f

feet; f

total capacity

tons; FPT

tons; APT

tons; MT

feet

tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

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

CHARACTER.	Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<b>F100.A1.</b>	<b>11.02</b>		<b>L.M.C. 3.99</b>
<b>S.S.L.H. No 3.</b>	<b>7.92</b>		<b>S.S. 4.03</b>
<b>S.S. A.V. No 2.</b>	<b>99</b>		

Last Report, No. **48209** Port **Newc.**

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.)

Society's Freeboard (if assigned) as painted on Ship and now verified **1 ft. 9 1/2 ins.**

In 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 why they were declined? **declined**

also whether any damage report was made, and, if so, by whom? **Noted for underwriter.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **damage stated to have been caused by grounding at Changeund on Aug. 1<sup>st</sup> 1905 and 2<sup>nd</sup> Special Survey in 3. See Newc. Report No. 48209.**

**Iron done for 2<sup>nd</sup> in 3. Survey.**

**Vessel placed in dry dock. Bottom examined, sealed and coated. Rudder lifted and painted renewed. All close ceiling was removed and the whole of the ironwork exposed for examination and the ceiling in way of sidelights removed for examination of shell. The holds, peaks and bulkheads were cleared for examination and sealed and the bulges & bulkheads cleaned out. The outside plating was drilled & found satisfactory. The drillings are appended to this report. On completion of the necessary repairs, the holds, peaks & bulkheads. Engine seats &c. were painted. The interior of the tanks were examined and cement washed and all loose cement in bottom made good. The decks were drilled.**

## SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<b>2</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>
Removed and Faird or Repaired	<b>1</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>
Faird or Repaired in place	<b>1</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>

## PRESENT CONDITION OF THE

	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Decks	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Caulking of Decks	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Waterways	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Coamings	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Beams & Fastenings	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Outside Plating	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Caulking of ditto	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Rivets	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Breasthooks & Crutches	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Transoms	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Frames	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Reverse Frames	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Floors	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Keelsons	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

Dblg. Plates under Sounding Pipes.

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks &amp; Stems

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

Ditto ditto at other places

Stringers, Clamps &amp; Shells

Sanding (State if examined.)

Copper or V.M. of Wood Vessels

(State if on Felt.)

When put on, Month

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

(on board)

" Rule length

(per Table 22)

Hawseers &amp; Warps

Standing &amp; Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

**This vessel is now in good and efficient condition and capable in our opinion to remain as classed and to have Record of Survey 9.05 and the notation 2<sup>nd</sup> in 3 Cls. 9.05.**

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

**23 9.19.05**

Received by me,

**27/3/06****11/8/06**

Surveyor to Lloyd's Register of British &amp; Foreign Shipping

Committee's Minute

**TUES. 26 SEP 1905**

Character Assigned

**100A1**

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Lloyd's Register Foundation

008847-008854-0123 1/3



MON. 25 SEP 1905

Port of SUNDERLAND.Continuation of Report No. 22427dated 25<sup>th</sup> September 1905 on theIRON. S.S. "TREGENNA"

for examination and the wood deck on forecastle & bridge part renewed, and the iron main deck in fore well & under bridge almost completely renewed. The chain cables were ranged for inspection and the windlasses opened out for inspection & put in good order. The mast wedges were removed, and the mast. spars and general equipment were put in satisfactory condition, the main mast (7 pins) being renewed.

The latitudes were examined in position & made satisfactory. The steering gear, rods, chains, blocks, quadrant, clutch valve, hand pumps, and R.T. down were examined and repaired.

Repairs effected due to wear & tear.

FRAMING FORE HOLD 2 reserve frames doubled.

AFTER HOLD 6 reserve frames doubled.

BUNKERS PORT 5 new reserve frames. 3 reserve frames fitted with face plates. 3 frames part renewed.

STARBOARD 6 new reserve frames. 2 reserve frames fitted with face plates. 2 frames part renewed. one new beam.

AFTER HOLD Doors renewed to No 3 Hatch. 5 hold pillars renewed. Tunnel chanding & tunnel ventilator renewed.

FORE HOLD 3 hold pillars renewed.

BUNKERS PORT 12 Bunker plates and 4 stiffeners renewed.

STARBOARD 12 plates and 3 stiffeners renewed.

UNDER ENGINES & BOILERS 16 brackets to Boiler Beams renewed, and Boiler Beam side plates part renewed. The intercostal keelsons under Boilers and ten intercostal plates were renewed. Reverse Bars under Boilers renewed and the remainder fitted with face plates. 2 floors under Boilers part renewed.

Part of casing crowing in way of bunkers was renewed and in way of which steam pipe on Bridge deck the crowing plate was doubled.

DECKS FORE WELL 18 plates renewed and one plate doubled.

BUNKER DECK 4 plates on Starboard side and two on Port side were renewed. two angle bunker latches renewed. Two web plates on Port and one on Starboard side renewed.

The wood decks on Forecastle & Bridge were part renewed.

One Bunker Hatch on Bridge deck was renewed.

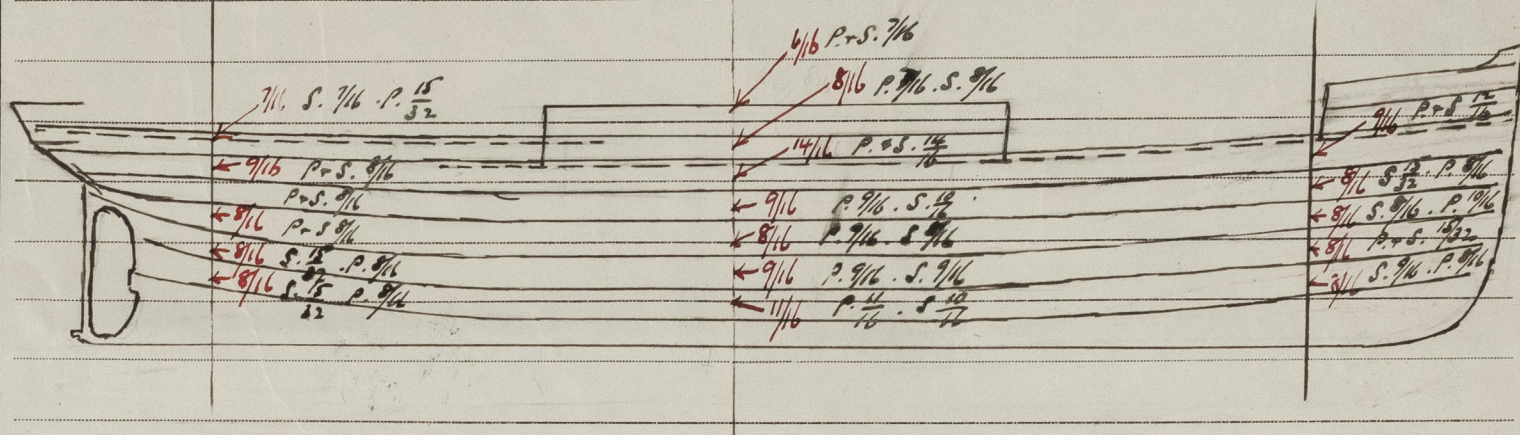
The main mast & No 1 derrick were renewed. Rudder robusts & hold ladders repaired. Several minor deck repairs were effected.



Continuation of Report No. 22427 dated 25<sup>th</sup> September 1905. on the

IRON S.S. TREGENNA

Drillings 7 shell



The following repairs due to damage were effected.

Two plates in B. Strake Stenbom side renewed and the adjoining plate joined in place

L. S. Ashmun J. Allan  
9/6