

20 AUG 1942

No. 14311

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 18 Aug 1942 When handed in at Local Office 18 Aug 1942 Port of Middlesbrough  
No. in Survey held at Middlesbrough Date, First Survey 4 Aug Last Survey 13 Aug 1942  
Reg. Book. 83981 on the Wood, Iron or Steel M. V. TREVILLE  
(No. of Visits 5)

TONNAGE: — Built at Port Glasgow By whom Lithgows Ltd When 1940-8  
GROSS 5296 Owners Hain S. S. Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book).  
UNDER DK. 4624 Managers (Port belonging to London)  
NET 3106

Surveyed Afloat or in Dry Dock? Afloat Name of Dock LNHR DK. Destined Voyage (If not already recorded in Appendix to Register Book).  
Cell/Dor/Da feet; uE&B feet; f feet  
total 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.

Last Report, No 51693 Port Hul

(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.

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 to whom and why they were declined.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Extension of main W.T. Bulkheads into the Shelter deck in accordance with M.O.W.T. memorandum.

Now done: Bulkhead erected in the shelter deck, on frame 133, in the same plane as the main water tight bulkhead between Nos 1 and 2 holds, Rivetted to the beams and frames and welded to the deck.

Steel plates 28" thick.Stiffeners 5" x 3" x 40" angles spaced not more than 36" apart.Rivets 3/4" dia x 4 1/2" pitch.The D.G. Collar run through water tight piping, and the pipes have been fitted with collars when they pass through the bulkhead, and a

| SUMMARY 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 ... |               |         |            |                           |        |                      |             |               |

## PRESENT CONDITION OF THE

|  |  |                                     |                              |
|--|--|-------------------------------------|------------------------------|
| Decks                                    | Bulkheads  | Engine Room Skylights               | Copper, or Y.M.              |
| Caulking of Decks                        | Ceiling  | Coal Bunkers, Openings, Covers, &c. | (State if on Felt.)          |
| Coamings                                 | Cement or Asphalt  | Oil Bunkers                         | When fitted, Month Year      |
| Beams & Fastenings                       | Rudder   | Scuppers                            | Boats                        |
| Outside Plating                          | Steering gear and its connections                                      | Cargo Hatchways                     | Masts, Yards, &c.            |
| " " in way of sidelights                 | Windlass   | Hatches                             | Condition, how ascertained   |
| Frames                                   | Have pumps been examined and found efficient?                          | Planking                            | (State if wedges removed.)   |
| Reverse Frames                           | Have Sluice Valves been examined and found efficient?                  | Caulking                            | Equipment letter             |
| Longitudinals                            | Have Watertight Doors been examined and found efficient?               | Treenails                           | Anchors, No. of              |
| Transverses                              | Have Ventilators and their Coamings been examined and found efficient? | Breasthooks & Sternson              | Cables (State if now ranged) |
| Floors                                   | Air and Sounding Pipes   | Transoms, Pointers & Crutches       | " length mean diam.          |
| Keelsons                                 | Doubling Plates under Sounding Pipes                                   | Timbers of Frame at openings        | (on board.)                  |
| Stringers                                |  | " " at other places                 | " Rule length size           |
| Inner Bottom Plating                     |  | Stringers, Clamps & Shelves         | Chain Locker                 |
| Have the Tanks been examined internally? |  | Salting                             | Hawsers & Warps              |
| Have the Tanks been tested?              |  | (State if examined.)                | Standing and 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 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, so far as now seen and eligible in my opinion to remain as classed without fresh record of survey. Subject to scupper pipes being fitted in the No 1 shelter deck. Port S side, to the bulkhead being here tested, and to permanent fittings being supplied for the

|   |   |                   |    |
|---|---|-------------------|----|
| Survey Fee (per Section 29)                         | £ | Fees applied for, | 19 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | £ | Received by me,   | 19 |
| Travelling Expenses (if chargeable)                 | £ |                   |    |
| Second Surveyor's Fee (if any)                      | £ |                   |    |

Committee's Minute

Character Assigned

LILENCE COSE

FRI, 4 SEP 1942

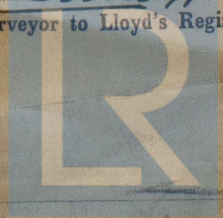
As now

Subject

D.G. pipes passing through the bulkhead, also to include plying (P.S.P.) Dry dkg. (Grounding)

F. N. Sutcliffe

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation





It was not possible to fit the necessary scupper pipes in the No. 1 Tween deck, or to have test the Bulkhead on completion owing to the lower holds being partially filled with a cargo of Sulphate of Ammonia, and it is recommended that these items also should be completed at the earliest opportunity.

As only one bulkhead has been erected no profile sketch has been supplied at this time. The remainder of the bulkheads will be completed as soon as possible.

It was reported that during the last voyage the vessel shipped a considerable amount of water amidships, and to avoid damage to cargo carried in the midships deep tanks, two additional wash ports have now been cut in the midships bulwarks, one port and one stand, and the height of the deep tanks goose neck air pipes has been increased to 2 ft 9"

Minor repairs have been effected due to wear and tear.

## 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 .....       |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                        |         |   |

If Patent slide name of Patentee.

If Stockless, state Mechanical Test

\* 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

This Certificate  
"While the  
executed, it is to  
whatever to be h  
try in the Regi  
committees or a

pt. 10.) 20m, 9, 41.