

-9 NOV 1942

No. 24715

REPORT of SURVEY for REPAIRS, &c.

9 NOV 1942

Date of writing Report 5.10.1942 When handed in, at Local Office 10

Port of NEWPORT, Mon.

Survey held at NEWPORT.

Date, First Survey 12.10.42 Last Survey 4.11.1942

on the Wood, Iron or Steel TRENTBANK

TONNAGE -

GROSS 5060

NET 4628

T 3003

Built at Belfast.

By whom Workman, Clark (1928) Ltd

When 1929

Owners BANK LINE LTD.

Owners' Address

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

Managers A. NEW & CO.

Port belonging to BELFAST.

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock

Destined Voyage

B=CeHDBorDBa feet; uE&B feet; f feet
at capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 15266 Port BRS

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

CHARACTER.
For Special Survey.
Date of last survey and of
Periodical surveys.Years
Assigned
expiredMachinery and Boiler
surveys
(including date of N.B., in any).

10001. with fuel tank

10.47

35.001. N.B. - 38

LMC. MS. 2-37

BS. 6-41

TS. CL. 1-42

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 *Y.M. Owners*

Reparations. Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated due to grounding in River Mersey, Newport, Mon., on the 9th Nov. 1942. (For further particulars see Log book.)

All bilges, double bottom tanks and cargo tanks sounded whilst the vessel lay on the mud bank and again when the vessel was afloat.

No increase in any of the soundings was observed and no flaws could be ascertained there has not sustained any damage of a serious nature.

Steering gear examined under working conditions and found satisfactory.

It is recommended that the bottom be specially examined at the next dry docking.

[OVER]

BY OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Renewed

Removed and Fitted or Repaired

Fitted or Repaired in place

CONDITION OF THE

of Decks

Fastenings

Plating

in way of sidelights

Frames

Innals

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

Frames

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Frames

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found

efficient?

Have Watertight Doors now been examined and found

efficient?

Have Ventilators and their Coamings been examined

and found efficient?

Air and Sounding Pipes

Dbing. Plates under Sounding Pipes

Engine Room Skylights

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

Oil Bunkers

Scuppers

Cargo Hatchways

Hatch

Plating

Gaulking

Treanails

Breasthooks & Stimson

Transoms Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto Ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Rott.)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length mean diam.

(on board)

Rule length size

Hawser & Warps

Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24.

This vessel is in efficient condition so far as now seen and is eligible in my opinion to remain as classed without fresh record, subject to Bottom being specially examined next dry docking (grounding) and to tiller arm of steering gear being specially examined at next General Examination.

Fee (per section) £

INTERIM CERT.

Damage Fee (if any) £ 5 5 0

Repair Fee £ 3 3 0

Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

6. Nov. 1942

9. Nov. 42

Received by me,

10

M. Bonnell

Surveyor to Lloyd's Register of Shipping.

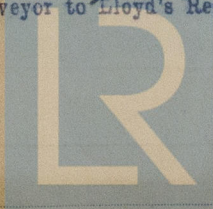
Committee's Minute

Character Assigned

TUE 1 DEC 1942

Deferred for dry dock
but Examined 10.11.42 BRS

CERTIFICATE REQUIRED

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

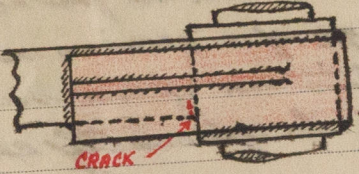
W225-0128

"TRENTBANK"

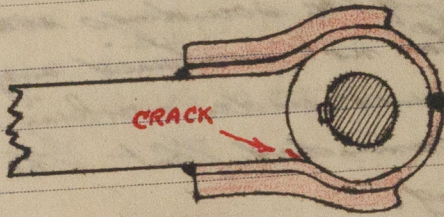
NOW DONE for further examination & repairs as recommended in Bristol
25 Examination ("EXAMINED 10-72")

Report of General Examination (Examined 10-1-21).
Examined margin plates (p. 5) in No 2 hold and in deep tank with double bottom tank in way under test pressure, and these parts were found to be in good condition. Some leakage was found from rivets in No 2 hold tank top and from manhole doors.
Repairs:- All defective rivets set up, manhole doors regointed, tank re-tested and tank top found satisfactory.

WEAR & TEAR REPAIRS: At request of Owners Representative examined the steering gear tiller arm. A small crack was found on the under side of the arm where it joins the boss. A steel strap (as shown in sketch) has now been fitted. It is recommended that this tiller arm be specially examined at next General Examination.



ELEVATION



PLAN.

STRAP WITH
RIBS 3"x1".
WELDED TO BOSS
AND TILLER ARM.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.

When Anchors of ...

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.....																	

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

If Patent state name of Patentee.

If Societies, state Mechanical Tests.

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

CHAIN CABLES.

[illegible]