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Sent to Chief Surveyors

20. 11. 22

Received from Chief Surveyors

22 NOV 1922

VESSEL'S NAME

Wood Twin Sc "Trollhind"

Report

Yal

No.

5962

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/22.)

Nature of Survey

Special Survey (equal H/T) When due 9.22
 Annual Survey of Oil Engines due 5.20
 Screw Shafts due for survey 9.20

The Newcastle Surveyors reported in June 1920 that they found the false keel of this vessel damaged and as this damage did not, in their opinion, affect the seaworthiness of the boat, they considered that repairs might be deferred until the vessel's arrival in America. Some temporary repairs effected to the windlass also require to be made permanent.

The Annual Survey of the Oil Engines became due in May 1920 and the screwshaft became due for Survey in September 1920. The Special Survey of the Oil Engines and a Special Survey of the Hull equal to a Half Time Survey will also become due at the end of the present month.

The vessels class is also subject to the crank shaft of the port air compressor being renewed and to the donkey boiler being repaired.

The vessel was on fire and sunk at Norfolk U.S.A. in November 1920 and was subsequently refloated and sold by auction. She was examined by the Newport News Surveyors and recommendations made for repairs.

In June last the Owners stated that the steamer was laid up at Norfolk, Va. indefinitely and they were unable to determine whether they would continue her class, but that they would again take the matter up as soon as they had come to a decision.

The case received the consideration of the Committee on the

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4th July and, in the circumstances they deferred action until the end of August, pending definite information from the Owners as to the action they proposed to take.

No further communications have been received at this office. The case again received consideration on the 17th ultimo and the New York Surveyors were informed that in all the circumstances and in view of the damage which the vessel was reported to have sustained, the Committee considered her class could be allowed to remain undisturbed for the present only, subject to the Owners furnishing the usual undertaking, and they were requested to take the matter up with Messrs. Pendleton Bros with a view to obtaining from them a letter agreeing to the above conditions.

The New York Surveyors now state that they have had extended correspondence with the Owners, but that this firm appears not to be disposed to supply the ~~letter~~ of undertaking as required by the Committee in the case of vessels laid up indefinitely.

They add that they have pointed out that the Committee consider in this case that the class can only be allowed to remain undisturbed if such undertaking is given, and they enclose for the information of the Committee the latest letter of reply dated the 6th inst. which they have received.

In the letter referred to Messrs. Pendleton Bros., state that they are not making any definite statements on this vessel, but that when the time comes that they desire a class and want to take the ship out they will take the matter up with the Surveyors, but in the present situation they cannot say what they will do.

The case is therefore submitted for the consideration of the Committee.

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Foundation

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