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Sent to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME Twin Sc. Motor Ship "TROLLTIND" Report Fal 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 Annual Survey of Oil Engines When due 5,20
 Survey of Screwshafts due 9,20.
 Special Survey of Oil Engines and Special Survey equal to a
 Half-Time Survey will become due 9,22.

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 screwshafts 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 vessel's 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 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 communication has been received at this Office in regard to the case since that time.

M JWD
 6/9/22



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