

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 25 AUG 1948 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 77988 Survey held at North Shields Date, First Survey 6/7/48 Last Survey 11/3/48 19
on the ~~Wood, Iron~~ Steel "TRIBULUS" (No. of Visits 22)

TONNAGE:-

GROSS 10673

UNDER DEK 9489

NET 6318

Built at Portland, Or.

By whom Kaiser Co. Inc.

When 1945

Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address

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

Managers

Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Smith's Dock Co. Ltd. Destined Voyage -

Cell D Bor DBa 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. Port

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Yes Supt.

not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. CLASSIFICATION. SPECIAL SURVEY AND MODIFICATIONS.

NOW DONE :- Vessel placed in dry dock, bottom and rudder cleaned examined and re-coated.

Damage observed to bottom shell (P.S.) From aft :- Keel No. 3,4, 'A'3,4,5,6; 'B'6; 'E'6; 'F'9;
(S.S.) From fwd. 'G'7; From aft :- Keel No. 6,7,8; 'A'6,7,8; 'G'6,7; all found set up and
indented between floors and frames. The above are all considered efficient meantime it being
recommended that repairs be effected at the Owners' convenience.

NOW DONE :- CLASSIFICATION & COMPLETION OF SPECIAL SURVEY.

Vessel placed in dry dock, bottom and rudder cleaned examined and re-coated.

Rudder pintles removed examined and replaced. Forward cargo space, peaks, pumprooms, machinery
spaces, cleaned and examined, wood sparring in cargo space removed and replaced. Decks, casings,
hatchways and closing appliances, windlass, steering gear, anchors and cables, chain locker, P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates. Frames. E. Frames. Floors and
Bracket Plates. Beams. Inner Bottom
Plates. Dk. Plates. Other Repairs.

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks "

Coamings "

Bunks & Fastenings "

Rudder Plating "

in way of sidelights "

Frames "

Cross Frames "

Longitudinals "

Transverses "

Floors "

Keelsons "

Stringers "

Inner Bottom Plating "

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

Bulkheads Good

Ceiling "

Cement or Asphalt "

Rudder "

Steering gear and its connections "

Windlass "

Have pumps been examined and found effi-

cient? Yes

Have Staircase Valves been examined and found effi-

cient? Yes

Have Watertight Doors been examined and found

efficient? Yes

Have Ventilators and their Coamings been examined

and found efficient? Yes

Air and Sounding Pipes Good

Doubling Plates under Sounding Pipes Good

Engine Room Skylights Good

Coat Bunkers, Openings, Covers, &c.

Oil Bunkers Good

Scuppers "

Cargo Hatchways "

Hatches "

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or I.M.

(State if new)

When fitted, Month

Boats Good

Masts, Yards, &c. "

Condition, how ascertained by examination

(State if wedges, etc.)

Equipment letter g+

Anchors, No. of 3B 1S

Cables (State if new or replaced) Yes

" length 300 mean diam 2.4/16 Cast

" Rule length 330 2.11/16 Steel

Chain Locker Good

Hawsers & Warps Good

Standing and Running Rigging Good

Sails

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 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 and eligible in our opinion to be classed 100 A1

"Carrying Petroleum in Bulk" and to have docking date 8,48 and notation S.S. SHL. 8,48 subject to
repairs to bottom and side shell plating (P. & S.) at Owners' convenience.

(30 fathoms of cable to supply).

Survey Fee (per Section 20) See Letter £

Special Damage or Repair Fee (if any) £

Special Sunday fees 15 15 0

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Licence Case.

Committee's Minute

Character Assigned

Fees applied for,

10

Received by me,

10

FRI, 15 OCT 1948

See minute on
fe 7/11

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

003 083 003 091 0230 1/2

"TRIBULUS".

masts and rigging, air and sounding pipes, and general equipment, freeboard and boats, all examined and found or placed in good order, striking plates examined, all strums removed and replaced and structure in way examined. Freeboard verified.

All double bottom tanks, peak tanks, cargo oil tanks, deep tanks, cofferdams, and bunkers water tested, and examined internally, Pump room examined and flood tested, Bilge suction tried and found satisfactory.

WEAR AND TEAR REPAIRS :-

Defective welding on rudder plates made good.

Anchor and cables all re-tested, verified with test certificates.

No. 8 Tank (P.S.) Longl. bulkhead fractured at after web in way of base plate, fracture veed and welded and doubling plate fitted.

No. 9 Tank (S.S.) After bulkhead fractured at starbd. web upper tripping bracket, (Centre.) bracket removed, fracture welded and T.bar connection fitted to bracket.

Rigging examined.

A number of door locks and vent plugs made good.

Several minor repairs effected.

A Renewal Freeboard Survey now held.

The following modifications were carried out in accordance with London letter dated 7th February, 1948.

(A). UPPER DECK :- (1 P and 1S) A 12½" x 1" double riveted strap fitted at 26'-0" from centre of ship, in way of slot cut in deck.

SHELL. Upper side shell (1P & 1S) 16½" x 1¼"-1" strap, treble riveted, fitted on 'J' strake, 9" above No. 3 longitudinal. Contd..

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

ANCHORS.

Number of Certificate.	Anchors.*	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.	Cwts.	qrs.	lbs.			
36324	1st Bower	103	0	21	-	-	-	68	15	0	0	Cast Steel	Sunderland 4-8-48
54320	2nd "	103	0	14	-	-	-	68	15	0	0	"	J. HIBBS.
54319	3rd "	101	2	0	-	-	-	68	15	0	0	"	-do-
	Collective Weight.												-do-
54321	Steam	39	3	0				35	11	3	14	"	-do-
	Kedge												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
21993	15@14½	2¼	1275	10	175	10.753.21			Cast Steel Stud Link	-	30th July, 1948
21993	3@14½										Low Walker
21993	2@13½										R.J. VOGAN.
	Iron Stream Chain or Steel Wire...										

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9a.

Port of

Continuation of Report No. 105501 dated 11/8/48

on the

"TRIBULUS".

Lower side shell (1P & 1S) 16½" x 1" strap, treble riveted, fitted on 'F' strake 9" above No. 12 longitudinal.

Bottom shell (1P & 1S) 12½" x 7/8" strap, double riveted, fitted at 3'-4" outboard of longitudinal bulkhead.

Straps extend from 3'-0" forward of frame 47 to 18'-2" forward of frame 68.

(B). T bars fitted to transverse bulkheads and tripping brackets of webs as follows in Centre Tanks only :-

No. 5 Tank. forward bhd. 15 off no fractures found.

No. 7 Tank. " " 15 off " " "

T. bars 3'-6" long 10" x 3½" sniped at ends.

(C). Longitudinal bulkhead base plates cranked for a distance of 4'-0" on forward and after side of transverse bhd. and additional vertical tripping brackets fitted.

At bhd. between No. 4 & 5 tanks forward and aft sides (P. & S.)

" " " No. 5 & 6 " " " " " "

" " " No. 6 & 7 " " " " " "

" " " No. 7 & 8 " " " " " "

(D). Bottom longitudinals scalloped out at ends in way of transverse bulkheads between No. 4 & 5 tanks and No. 6 & 7 tanks.

(E). The bilge keel has already been dealt with, sniped for a distance of 5'-0" at ends and doubling plates fitted at extremity of same.

Serrations cut in way of butts of bilge plating.

(F). No sign of failure of centre webs on transverse bulkheads, and no lightening holes cut in webs.

PER S.R.L.

The classification S.S. has now been completed, and all of our ... SURVEYOR TO LLOYD'S REGISTER. ON-TYNE.