

2 FEB 1949

Rpt. 8.

(Received at London Office)

No. 128229

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4-1-49 When handed in at Local Office 1949 Port of LIVERPOOL

No. in Survey held at Birkenhead Date, First Survey 23/9/48 Last Survey 4/12/1948
Reg. Book. 78001 on the ~~WOOD~~ ~~TRON~~ ~~STEEL~~ "TRIGONOSEMUS". (No. of Visits 27)

TONNAGE: 10676 Built at Portland, Or. By whom Kaiser Co. Inc. When 1944
GROSS 10640 Owners Anglo-Saxon Pet. Co. Id., Owners' Address
UNDER DK. 9489 Managers - Port belonging to London.
NET 6314-6303

Surveyed Afloat or in Dry Dock? Both Name of Dock Blount Dock Destined Voyage
Ceil/Dor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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. Machinery and Boiler Surveys (including date of N.B., if any).
100A1 (Classification Contemplated) BS 10,47.
10,47.
Examined 10,47.
Fitted for O.F.
Carrying petroleum in bulk.

Last Report, No. Port
N.B.—All alterations in the existing records should be underlined.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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. Office Declined
Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft 2 3/4 ins.

Was a damage report made by anyone else? if so, by whom? not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR CLASSIFICATION AND DAMAGE alleged to have been sustained through STRIKING LOCK WALL whilst entering Alfred Basin, Birkenhead on the 2nd Dec 1948.

NOW DONE:- Vessel in drydock. Shell plating & rudder cleaned, examined and recoated. Rudder lifted. Treholds, Decks, Tween decks, machinery spaces, under engines & boilers, all main cargo tanks, coffershams, oil fuel bunkers internally, fore & aft peak tanks internally, fore & aft peak spaces. All A.B. tanks internally, Pump rooms, fore & aft tank internally, plating under sidelights, Anchors & cables (changed), casings, hatchways & closing appliances, air sounding pipes, masts rigging windlass, steering gear, ventilators, chain locker, general equipment & boats examined. Tubework verified. P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	no repairs.
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	(Please see report)
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	When fitted, month	Year
Caulking of Decks	"	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt)			
Coamings	"	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Y.M. &c.	"		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	by examination		
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)			
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter			
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Good	Caulking		Anchors, No. of	3-1		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Good	Treenails		Cables (State if now changed)	Yes		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stimson		" length	323 fathoms	mean diam.	2 1/4"
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length	330 fathoms		2 3/4"
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Chain Locker	Good		
Stringers	"			" " at other places		Hawsers & Warps	Sufficient		
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	Good		
Have the Tanks been examined Internally?	Yes			Sailing		Sails	Good		
Have the Tanks been tested?	Yes			State if examined.					

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 is eligible, in my opinion, to be classed 100A1 in the register book with fresh record of survey and notation of S.S. Bkn - 12,48, subject to maintenance plating (S.S.) being dealt with at the owners' convenience but without other condition.

Survey Fee (per Section 29)	£ 144 : 0 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	ALTERATIONS 48 : 15 : 0	27 JAN 1949	
Travelling Expenses (if chargeable)	DAMAGE 5 : 5 : 0	Received by me,	
	LATE ATTENDANCE 3 : 3 : 0	19	
Second Surveyor's Fee (if any)	1 : 10 : 0		

LICENCE CASE. Committee's Minute. LIVERPOOL 51 FEB 1949
100A1 Carrying Petroleum in bulk
11.48 BKN, subject. Fitted for oil fuel 150°F
Classed 12.48. S.S. BKN. 12.48. LMC. 12.48. subject
(with endorsement) T.S. 10.48. Delete Classification contemplated



If so, is the report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to 003240-605244-050 1/2

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

All main cargo tanks, oil fuel bunkers tanks, fore aft peak tanks, all double bottom tanks & fore deck tanks tested.

Annual Load Line Survey now held & reports C11(C) & C12(A) forwarded to London Office.

DAMAGE.

On examination, it was found that the 3 plates from aft 3rd below sheer (S.S.) sheared in the plate in way of the 3 main tanks (S.S.) 3rd below sheer slightly set in, the 2nd stacks below sheer (S.S.) slightly scrubbed but not damaged otherwise.

Repairs were considered unnecessary, but it was recommended that indentations on the 2nd below sheer (S.S.) could be dealt with at the owners convenience, being efficient meantime.

W. & T. REPAIRS.

Cracks in way of tipping brackets in transverse bulkheads throughout main cargo tanks repaired in accordance with approved methods.

Cracks at fore aft ends of longitudinal bulkheads in way of main cargo tanks repaired in accordance with approved methods.

Slots in rudder plating where cracked, rewelded.
Rudder rising pipe cropped & part renewed.

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

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.				
	1st Bower													
	2nd													
	3rd													
	Collective Weight													
	Stream.....													
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Port Bilge keel cropped, part removed, faces refitted.
All transverse bulkhead webs fitted in place and reinforced with stiffeners in accordance with approved methods.

Chain locker in way of stowage boxes, plating cropped, removed faces refitted.

Other minor repairs effected.

(SEE CONTN)

"TRIGONOSEMUS"

MODIFICATIONS.

The shell & deck plating had now been cut & longitudinally strapped.

The extremities of Bilge keels now spiked & holes drilled in butts of same.

Ends of bottom longitudinal in way of Nos 4/5 & 6/7 transverse bulkheads scalloped.

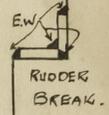
Longitudinal bulkheads cranked at bottom in way of Nos. 4/5 & 6/7 transverse bulkheads.

Rubber mainpieces drill tested & found satisfactory; Break of rubber plating reinforced with fabricated angles P.S. The aforementioned modifications were carried out in accordance with London letters, approved plans & specifications & are considered satisfactory.

S.R.L. The equipment has now been brought up to rule requirements (see p. 1. attached) and this item may now be deleted from the S.R.L.

Licence verified & work checked.

Vessel undocked. 5th Nov. 1948.



RUDDER BREAK.

