

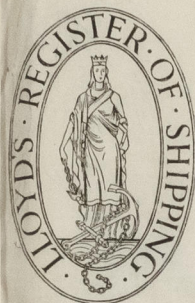
COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

2007

Port RANGOON



Two 047
This is to Certify that

H. G. Waugh,

the undersigned Surveyor to this Society did at the request of
Messrs. Steele Brothers & Co., Ltd., Rangoon, acting as Large Agent
attend the

M. V. "TRICOLOR"

L.R. No. 30594 and of 6580 tons gross for the
purpose of survey consequent upon a fire onboard the vessel whilst
she lay at Hastings Moorings a little downstream from Rangoon.

28th February:

It was found that fire had broken out in No.3 Hold
apparently in the shelter deck, and on reaching the vessel about
11 a.m. several harbour tugs had hoses onboard and were playing
water into No.3 Hold. The ship's own fire fighting equipment
including C.O₂ smothering was in use. The ship was tender and had
a list to Starboard. The Master Attendant and the Fire Service had
already been informed and arrived a little later. Several holes
were burnt with blow torch in the deck at points where the heat was
thought to be greatest but by 1700 hours the fire had a considerable
hold and the vessel had a heavy list to Starboard and it was then
decided to run the vessel on to a sandbank close by out of the main
shipping channel and then continue to pump water into her. This was
successfully done and the vessel was grounded at 18.30 in an up-
right condition and fighting of the fire continued.

29th February:

Early morning (approximately 4.00 a.m.) the fire had
spread to No.2 Hold, and also with the fast tide the vessel had
shifted and again taken a heavy list to Starboard. The fire was
fought continuously but no headway was made. The crew with the
exception of Master, Chief Officer, and Chief Engineer were taken
ashore about 1800 hours.

- 2 -

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
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entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of
Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

March:

Early morning (about 2 a.m.) it was considered advisable to leave the vessel and lay off and this was done with no mishap. At about this time the vessel developed a crack around the hull (as far as could be seen) in way of the centre of No.3 Hatch, the vessel breaking her back and the fore part twisting over further to Starboard. Attempts to keep the fire under control were continued from monitors on the fire floats.

2nd March:

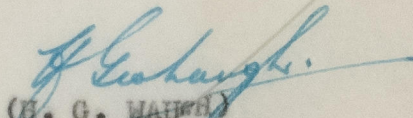
From midnight onward the fire took complete control and carried throughout the ship, several explosions occurring. By 10.00 a.m. the vessel had decks awash Starboard and was practically burnt out. The funnel hanging loose. The fire is still burning.

The outbreak it is understood was first noticed about 8.30 a.m. on 28th February '56. The weather at the time was good and the ship was moved to a buoy being fully loaded and waiting to go down river. The cargo consisted of jute, cotton, rice, bitumen, timber etc. The fire was thought to have started in No.3 Hold deck space under ship's provision store but this cannot be confirmed.

Salvage:

It is the considered opinion of the undersigned that the vessel is a constructive total loss and that no cargo is likely to be salvaged undamaged. The vessel as she now lays burning out is no danger to the shipping channel although it is doubtful if the 800 tons of diesel bunkers onboard have yet been destroyed.

Further report will be made when more detailed information is available.



(H. G. MAYER)

Surveyor to Lloyd's Register,
Rangoon.



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Foundation

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