

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 19

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 ~~AVON~~ ~~TRIGON~~ ~~SEMI~~ "TRIGON SEMUS". (No. of Visits 27)

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

Surveyed Afloat or in Dry Dock? Both Name of Dock Bloane Dock

Cell DBor 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 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.

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.

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

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. Trolleys, decks, tween decks, machinery spaces, under engines & boilers, all main cargo tanks, cofferdams, 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 (4 angled), casings, hatchways, & closing appliances, air sounding pipes, masts rigging windlass, steering gear, ventilators, chain locker, general equipment & boats examined. Lubricant 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	Good	Good	Good	Good
Decks	✓	✓	✓	✓	✓	✓	✓	✓
Caulking of Decks	✓	✓	✓	✓	✓	✓	✓	✓
Coamings	✓	✓	✓	✓	✓	✓	✓	✓
Beams & Fastenings	✓	✓	✓	✓	✓	✓	✓	✓
Outside Plating	✓	✓	✓	✓	✓	✓	✓	✓
" " in way of sidelights	✓	✓	✓	✓	✓	✓	✓	✓
Frames	✓	✓	✓	✓	✓	✓	✓	✓
Reverse Frames	✓	✓	✓	✓	✓	✓	✓	✓
Longitudinals	✓	✓	✓	✓	✓	✓	✓	✓
Transverses	✓	✓	✓	✓	✓	✓	✓	✓
Floors	✓	✓	✓	✓	✓	✓	✓	✓
Keelsons	✓	✓	✓	✓	✓	✓	✓	✓
Stringers	✓	✓	✓	✓	✓	✓	✓	✓
Inner Bottom Plating	✓	✓	✓	✓	✓	✓	✓	✓
Have the Tanks been examined internally?	✓	✓	✓	✓	✓	✓	✓	✓
Have the Tanks been tested?	✓	✓	✓	✓	✓	✓	✓	✓
Bulkheads	✓	✓	✓	✓	✓	✓	✓	✓
Ceiling	✓	✓	✓	✓	✓	✓	✓	✓
Cement or Asphalt	✓	✓	✓	✓	✓	✓	✓	✓
Rudder	✓	✓	✓	✓	✓	✓	✓	✓
Steering gear and its connections	✓	✓	✓	✓	✓	✓	✓	✓
Windlass	✓	✓	✓	✓	✓	✓	✓	✓
Have pumps been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Have Sluice Valves been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Have Watertight Doors been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Have Ventilators and their Coamings been examined and found efficient?	✓	✓	✓	✓	✓	✓	✓	✓
Air and Sounding Pipes	✓	✓	✓	✓	✓	✓	✓	✓
Doubling Plates under Sounding Pipes	✓	✓	✓	✓	✓	✓	✓	✓
Engine Room Skylights	✓	✓	✓	✓	✓	✓	✓	✓
Coal Bunkers, Openings, Covers, &c.	✓	✓	✓	✓	✓	✓	✓	✓
Oil Bunkers	✓	✓	✓	✓	✓	✓	✓	✓
Scuppers	✓	✓	✓	✓	✓	✓	✓	✓
Cargo Hatchways	✓	✓	✓	✓	✓	✓	✓	✓
Hatches	✓	✓	✓	✓	✓	✓	✓	✓
Planking	✓	✓	✓	✓	✓	✓	✓	✓
Caulking	✓	✓	✓	✓	✓	✓	✓	✓
Treenails	✓	✓	✓	✓	✓	✓	✓	✓
Breasthooks & Stemson	✓	✓	✓	✓	✓	✓	✓	✓
Transoms, Pointers & Crutches	✓	✓	✓	✓	✓	✓	✓	✓
Timbers of Frame at openings	✓	✓	✓	✓	✓	✓	✓	✓
" " at other places	✓	✓	✓	✓	✓	✓	✓	✓
Stringers, Clamps & Shelves	✓	✓	✓	✓	✓	✓	✓	✓
Siding	✓	✓	✓	✓	✓	✓	✓	✓
State if examined.	✓	✓	✓	✓	✓	✓	✓	✓
Copper, or Y.M.	✓	✓	✓	✓	✓	✓	✓	✓
(State if on Felt)	✓	✓	✓	✓	✓	✓	✓	✓
When fitted, Month	✓	✓	✓	✓	✓	✓	✓	✓
Year	✓	✓	✓	✓	✓	✓	✓	✓
Boats	✓	✓	✓	✓	✓	✓	✓	✓
Masts, &c.	✓	✓	✓	✓	✓	✓	✓	✓
Condition, how ascertained	✓	✓	✓	✓	✓	✓	✓	✓
(State if wedges removed.)	✓	✓	✓	✓	✓	✓	✓	✓
Equipment letter	✓	✓	✓	✓	✓	✓	✓	✓
Anchors, No. of	✓	✓	✓	✓	✓	✓	✓	✓
Cables (State if now ranged)	✓	✓	✓	✓	✓	✓	✓	✓
" length	✓	✓	✓	✓	✓	✓	✓	✓
" (on board)	✓	✓	✓	✓	✓	✓	✓	✓
" Rule length	✓	✓	✓	✓	✓	✓	✓	✓
Chain Locker	✓	✓	✓	✓	✓	✓	✓	✓
Hawsers & Warps	✓	✓	✓	✓	✓	✓	✓	✓
Standing and Running Rigging	✓	✓	✓	✓	✓	✓	✓	✓
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 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, 27 JAN 1949
Special Damage or Repair Fee (if any) (per Sec. 29)	ALTERATIONS 48 : 15 : 0 DAMAGE 5 : 5 : 0 LATE ATTENDANCE 3 : 3 : 0	Received by me, 19
Travelling Expenses (if chargeable)	1 : 10 : 0	
Second Surveyor's Fee (if any)		

LICENCE CASE. Committee's Minute. LIVERPOOL 31 FEB 1949
Character Assigned. 100A1 Carrying Petroleum in bulk
11.48 BKN. Subject. Fitted for oil fuel 11A above 150°F
Classed 12.48. S.S. BKN. 12.48. LMC. 12.48. Subject
(with endorsement) T.S. 10.48. Delete Classification contemplated

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REMARKS.—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 peak tank tested.

A renewal Loan fire Survey now held & reports C 11(c) & C 12(a) forwarded to London Office.

DAMAGE.

On examination, it was found that no 3 plate from aft 3rd below sheer (SS) struck & set in the plate in way of no 6 main tank (SS) 3rd below sheer slightly set in, the 2nd strake below sheer (SS) slightly scumpled but not damaged otherwise. meantime.

Otherwise.
 however were considered necessary, but it was
 recommended that indentations on the 2nd below sheet (S.S.)
 could be dealt with at the business convenience, being
 efficient in intent. *meantime*

W. & T. REPAIRS.

bricks in way of fixing brackets on 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.

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.	lbs.	Cwts.	qrs.	lbs.				
	1st Bower														If Patent state name of Patentee.			
	2nd "																	
	3rd "																	
	Collective Weight																	
	Stream.....																	
	Kedge																	

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

CHAIN CABLES.

[illegible]

Port kilge but cropped, port removed, frames refitted.
all transverse bulkhead webs fitted in place and
reinforced with stiffeners in accordance with approved
methods.

chain locker in way of securing boxes, plating cracked, removed, fixed & refitted.

Other minor repairs effected.

(SEE CONTN)

Rpt. 9a.

Port of

LIVERPOOL

Continuation of Report No. 128229 dated

4/12/48 on the

"TRIGONOSEMUS."

MODIFICATIONS.

The shell & neck plating had now been cut & longitudinally stripped.

The Uremities of Bilge-bells now snipes & holes drilled in both of same.

Ends of Bottom longitudinal in way of Nos 4/5 & 6/7
Handmade bulkheads scalloped.

Longitudinal bulkheads cranked at bottoms in way of nos. 4/5 & 6/7 transverse bulkheads

Rudder mainpieces drill tested & found satisfactory;
Break of rudder plating reinforced with fabricated angles &c.
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 code requirements (see p. 1. attached) and this item may now be deleted from the S.R.L.

Licenes verified & work checked.

Vessel undocked. 5th Nov. 1948.

10m,12,47. T. (MADE AND PRINTED IN ENGLAND)

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