

21 APR 1945

MAY 1945

Port belonging to..... **LONDON**

Destined Voyage

N.B.—All alterations in the existing records should be underlined.

ger

CHARACTER.

✠ for Special Survey.

Date of last Survey and of Periodical Surveys.

Machinery and Boiler
Surveys
(Including date of N.B., if any)

✠ . . .	✠
12.26	
(Reclassification Contemplated)	
S.S. hqn. No 1-23	
Fitted for oil fuel.	

Society's Freeboard (if assigned) as
painted on Ship and now verified } ft. ins

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

In accordance with Nottingham's cablegram dated 27th March 1943, and at the request of the Senior Inspecting Officer of the Ministry of War Transport, M.F., a General Examination of the vessel was carried out in lieu of Special Survey, in order that repairs at Haifa might be kept to the minimum. Survey for Field Assignment held at this time & Rpts C11 and C11(comp) are herewith attached.

NOW DONE:- Vessel examined afloat

Shell plating riveting and caulking above light load line examined externally.
Close ceiling in holds, and platform plates in machinery space lifted, bilge wells
and tank tops cleaned and examined throughout.

SUMMARY OF DAMAGE REPAIRS :—		Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed									
Removed and Faird or Repaired									
Faird or Repaired in place ...									

PRESENT CONDITION OF THE *1*

(P.T. Overleaf)

(P.T. Overleaf)

PRESENT CONDITION OF THE

Decks	Good
Caulking of Decks	"
Coamings	"
Eams & Fastenings	"
Outside Plating	Part sun
" " in way of sidelights	Good
Frames	Good
Reverse Frames	"
Longitudinals	✓
Transverses	✓
Floors	Good
Keelsons	"
Stringers	"
Inner Bottom Plating	"
Have the Tanks been examined internally?	Yes
Have the Tanks been tested?	Yes

Bulkheads *Good*
Celling ✓
Cement or Asphalt *Good* GALL
Rudder ✓
Steering gear and its connections *Good*
Windlass ✓
Have pumps been examined and found efficient? *Yes*
Have Sluice Valves been examined and found efficient? ✓
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 *Yes*

Engine Room Skylights.....	Good
Coal Bunkers, Openings, Covers, &c.....	"
Oil Bunkers.....	Good
Souppers.....	"
Cargo Hatchways.....	"
Hatches.....	"
Planking.....	
Caulking.....	
Treenails.....	
Breasthooks & Stemson.....	
Transoms, Pointers & Crutches.....	
Timbers of Frame at openings.....	
" " at other places.....	
Stringers, Clamps & Shelves.....	
Saltling.....	

(State if examined.)

Copper, or Y.M.
(State if on Felt.)
When fitted, Month _____ Year _____

Boats _____ *Good*

Masts, Yards, &c. _____ *Good*

Condition, how ascertained _____ *From stages*
(State if wedges removed.) *yes*

Equipment letter _____ *✓*

Anchor, No. of _____

Cables (State if saw ragged) _____ *all well*

" _____ *all well* mean diam. _____
(on board)

" _____ *all well* Rule length _____ size _____

Chain Locker _____ *Part seen - Good*

Hawsers & Warps _____ *Not seen*

Standing and Running Rigging _____ *Efficient*

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, so far as now seen, is in efficient condition and eligible, in my opinion, to be classed in the Register Book with notations " + 100 H. 1 (Re-classification contemplated) with date, and " Examined 11/44 (12 months) when the survey has been completed.

Survey Fee (per Section 29)	£ £	36.000
Special Damages Repair Fee (if any)	£ £	25.000
(per Sec. 29)		
Travelling Expenses (if chargeable)	£ £	61.490
<i>Half Sunday fees</i>		
Second Surveyor's Fee (if any)	£ £	6.50
<i>Cablegrams</i>	£ £	8.940
Committee's Minutes		

Fees applied for,

14. 11. 1944

Received by me.

24.11. 1944

18-7

W. J. Mathison.
Surveyor to Lloyd's Register of Shipping

Character Assigned

See also 3327

006749 - 006759 - 0764

Lloyd's Register
9-0286 1/5

Steel S.S. Steamer "Tripolitania"

NOW DONE

Upper (Freeboard) Steel Deck (Contd).

Deck plating 1st strake from stringer .45" double riveted at butts.
 2nd " " .40" " " " "
 3rd " " .40" single " " "
 4th " " .40" " " " "

Note:- The deck plating was found slightly wasted in local parts below the thicknesses shown; only the general thicknesses are given and the deck is considered satisfactory.

Deck through beams and half beams:- $8 \times 3\frac{1}{2} \times .55$ channels.

Spacing 48". Knee brackets $24 \times 24 \times .40$ ".

Spaced alternately with these are the original half beams $6 \times 3\frac{1}{2} \times .50$ plain angles, (knee brackets $24 \times 24 \times .40$ ") which remain original length and do not extend to the new hatchway coamings and are not extended through where clear of the new hatchways.

Deep beams at hatchway ends:- $12 \times 3\frac{1}{2} \times .55$ channels.

Deep knee brackets at hatchway ends:- $7'0 \times 5'0 \times .38$ face angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ".

In addition, the deep knee brackets which were at the original hatchway ends, remain in position.

Continuous longitudinal deck girders (at hatchway sides):-

Web plate $12 \times .45$ ", bulb angle $7 \times 3\frac{1}{2} \times .38$ ", deck angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ".

Hatch trunk plating:- .38", stiffeners $3\frac{1}{2} \times 3 \times .38$ spaced 24" at sides and 24" at ends.

Hatch coaming plate:- side .50", end .44", 24" deep.

Pillars at hatchway corners:- $8 \times 3\frac{1}{2} \times .50$ double channels.

Raised Quarter Deck (Steel, wood sheathed)

Cargo hatchways now measure as follows:-

No 3 Hatchway $13'3 \times 18'0$ "

No 4 " $13'3 \times 12'0$ "

Deck stringer plate $84 \times .56$ quadruple riveted at butts.

Deck plating .40", double riveted at butts.

Note:- The deck plating was found slightly wasted in local parts below the thicknesses shown; only the general thicknesses are given and the deck is considered satisfactory.

Wood sheathing:- $2\frac{1}{2}$ " pine (except under winches between hatchways.)

Deck through beams and half beams:- $8 \times 3\frac{1}{4} \times .55$ channels.

Spacing 24", knees $24 \times 24 \times .38$ ".

Deep beams at hatchway ends:- $10 \times 3\frac{1}{2} \times .55$ channels

Deep knee brackets " ":- $7'0 \times 5'0 \times .38$ face angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ "

In addition the deep knee brackets, which were at the original hatchway ends, remain in position.

Continuous longitudinal deck girders (at hatchway sides):-

Web plate $13 \times .42$ ", bulb angle $7 \times 3\frac{1}{2} \times .38$ ", deck angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ".

Hatch coaming plate:- .50" x 48" sides and ends.

Pillars at hatchway corners:- $8 \times 3\frac{1}{4} \times .55$ double channels.

(P.T.O.)

W.M.

Steel S.S. Steamer "Tripolitania"

NOW DONE (CONTD.)

Second Deck Aft. (wood, part steel).

This deck is placed in Nos 3 & 4 Holds, 7'-6" below the raised quarter deck.

Wood:- $2\frac{1}{2}$ " pine.

Steel stringer plate:- $36 \times .45$ ", angle $3\frac{1}{2} \times 3\frac{1}{2} \times .40$ ".

Steel tie plates:- .38".

Deck through beams and half beams:- $10 \times 3\frac{1}{2} \times .50$ channels, spacing 48".

Knee brackets:- $24 \times 24 \times .40$ "

Continuous longitudinal deck girders (at hatchway sides):- Web plate $13 \times .40$ ", plain angle $6\frac{1}{2} \times 3\frac{1}{2} \times .45$ " (double in way of hatch), deck angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ".

Hatch coaming plate:- $24 \times .38$ ", flanged 4" at bottom, $2\frac{1}{2}$ " half round bar at top, height above wood 10".

Hatchway beams:- Three in No 3 and two in No 4, web plate $24 \times .38$ ", double angles top and bottom $3 \times 3 \times .32$ ", wood covers $2\frac{1}{2}$ " pine.

Pillars at hatchway corners:- $9\frac{1}{2} \times 3\frac{1}{2} \times .45$ double channels, sandwich plate .40".

Second Deck Forward. (Wood, part steel)

This deck is placed in Nos 1 & 2 Holds, 7'-3" below the upper deck.

Wood:- $2\frac{1}{2}$ " pine

Steel stringer plate:- $36 \times .45$ ", angle $3\frac{1}{2} \times 3\frac{1}{2} \times .40$ ".

Steel tie plates:- .38"

Deck through beams and half beams:- $10 \times 3\frac{1}{2} \times .50$ channels, spacing 48".

Knee brackets:- $24 \times 24 \times .40$ "

Continuous longitudinal deck girders (at hatch sides):- Web plate $13 \times .40$ ", plain angle $6\frac{1}{2} \times 3\frac{1}{2} \times .45$ " (double in way of hatch), deck angle $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ".

Hatch coaming plate:- $24 \times .38$ ", flanged 4" at bottom, $2\frac{1}{2}$ " half round bar at top, height above wood 10".

Hatchway beams:- Three in No 1 and four in No 2, web plate $24 \times .38$ ", double angles top and bottom $3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ", wood covers $2\frac{1}{2}$ " pine.

Pillars at hatchway corners:- $10 \times 3\frac{1}{2} \times .50$ double channels, sandwich plate .45".

Saloon Deck. This deck extends the length of the midship houses, 7'-2" above awning deck, carrying passenger accommodation.

Boat Deck. This deck is placed 8'-2" above the saloon deck and carries officers accommodation and lifeboats.

Oil Fuel Deep Tank Bunkers.

The Deep Tanks are placed forward of the boiler room, extending longitudinally from frame No 74 to frame No 84 (after end of No 2 Hold), and transversely the full breadth of the vessel with an oil tight bulkhead at the centre line. The after bulkhead (at frame No 74) is recessed to accommodate the auxiliary boiler and is shielded at the top in way of the boiler.

The deep tanks extend in depth from the double bottom tank top to the upper deck and expansion trunks are raised above the deck.

Holes are cut in the inner bottom plating in way of the suction pipes, and the manhole lids are removed, making the double bottom tank below common with the deep tank.

W.P. Matheson

(P.T. Overleaf)

62963/5

Steel S.S. Steamer "Tripolitania"

Oil Fuel Deep Tanks Bunkers (Contd).

The air and limber holes in the centre girder in way of the deep tank are blanked with electric welded steel discs making an oil tight centre line division. Cofferdams are placed at the forward and after ends of the double bottom space containing the oil fuel.

For this purpose the lightening, limber and air holes of ordinary floors at frame Nos 73 & 74 aft and Nos 84 & 85 forward are closed with electric welded steel blanks, and the frame and reverse bar angles are electric welded at the toe.

Four extra intercostals are introduced in each cofferdam for stiffening purposes, two in the port side and two in the starboard side, making a total of four equally spaced intercostals each side of the centre girder in each cofferdam.

An oil tight tunnel, efficiently constructed, carries all bilge, ballast and water pipes from the boiler room to the W.T. after bulkhead of No 2 Hold and this bulkhead is fitted with wood spanning and steel gutterways for drainage purposes.

The scantlings of the deep tanks were generally examined and various discrepancies with the requirements of the Rules were noted as follows:-

Bulkhead shell boundary angles single riveted.

Vertical stiffeners spaced 25" apart.

Horizontal girders do not extend across the full breadth of the forward bulkhead; the 2nd, 3rd, 4th & 5th vertical stiffeners from the ship's side port and starboard having no internal horizontal support. Some compensation for this is provided by the stiffness of the horizontal steel plate carrying the lower deck in No 2 Hold, which is attached to the whole breadth of the bulkhead with a single riveted angle bar at approx. the same level as the horizontal girders.

At the request of the Senior Inspecting Officer of the Ministry of War Transport no structural alterations were made at this time.

The deep tanks, including the double bottom below, were tested under an 8 foot head of water above the top of the expansion trunks, and found sound and tight. The bulkheads were specially examined for distortion whilst under pressure and found true and undisturbed.

It was noted that no air pipes were fitted to the cofferdams and arrangements were made for these to be fitted on the vessel's arrival at Alexandria.

It is recommended that the scantlings of the fuel oil deep tanks be re-viewed when the vessel undergoes Special Survey and in the meantime the tanks are considered efficient.

Double Bottom Tanks.

The arrangement of the double bottom tanks now found as follows:-

No 1 Double Bottom Tank (ballast or fresh water) remains as originally constructed.

W.M. (P.T.O.)

Steel S.S. Steamer "Tripolitania"

Double Bottom Tanks (Contd).

No 2 Double Bottom Tank (ballast or fresh water). The after tank end is now placed at frame No 86 which is an ordinary floor with lightening, limber, and air holes, closed with electric welded steel blanks, and the frame and reverse bar toes electric welded. This tank is cemented over the whole bottom to a depth of approx 4" presumably for permanent ballast.

The air pipes to this tank were found to be 2" dia, one port side and one starboard side, and the ballast filling pipes 3 1/4" dia. Arrangements have been made to fit 3 1/2" dia air pipes on the vessel's arrival at Alexandria.

Bilge Well (No 2 Hold): Placed between frame Nos 86 & 85 and extends the full breadth of the vessel. The air and limber holes in the centre girder are closed with electric welded steel blanks. Part of the port well is divided off to accommodate the depth sounding apparatus which is secured to the bottom plating.

Forward Oil Fuel Cofferdam. Placed between frames Nos 84 and 85 as already noted.

Oil Fuel Double Bottom Space. Extends from frame No 84 to 74 as already noted. This space was originally part of No 2 double bottom tank.

After Oil Fuel Cofferdam. Placed between frames Nos 73 & 74 as already noted.

No 3 Double Bottom Tank (Fresh water, under engines & boilers)

The forward tank end is placed at frame No 73 which is an ordinary floor closed with welded blanks as already noted. The original forward W.T. tank end (at frame No 72) is pierced with lightening limber and air holes. The after tank end remains as originally constructed and the bilge well remains the same.

Floors 3rd, 4th, 5th, 6th & 7th from forward tank end, port and starboard, were found thin and 11th from forward starboard, buckled, but these are considered efficient meantime.

No 4 Double Bottom Tank (Ballast). Remains as originally constructed.

Bulkheads.

There are a total of seven watertight bulkheads placed as follows:-

After peak bulkhead to Raised Quarter Deck	frame No 13
Bulkhead between No 3 & 4 Holds to Raised Quarter Deck	" " 80
Engine Room After Bulkhead	" " 51
Deep Tank After Bulkhead to Upper Deck	" " 74
Deep Tank Forward	" " 84
Bulkhead between No 1 & 2 Holds	" " 109
Collision Bulkhead	" " 130.

Masts.

There are now two steel masts on the vessel. The fore mast is supported on the upper steel deck in way of the bulkhead between Nos 1 & 2 Holds, well bracketed and stiffened below, and wedged at awning deck. The main mast is supported on the second deck in way of the bulkhead between Nos 3 & 4 Holds, well bracketed below to bulkhead stiffeners, and wedged at raised quarter deck.

Ventilation. Ventilation of awning deck space, tween deck spaces and lower holds found or made satisfactory, except in way of the oil fuel settling tanks in awning deck space. Only one small ventilator found in this space and arrangements were made for additional ventilation to be fitted on the vessel's arrival at Alexandria. A steel bulkhead is fitted between accommodation and the settling tanks.

K. G. Mathew (P.T.O.)

Steel S.S. Steamer "Tripolitania"

General. The vessel has been fitted out for the transport of troops for short voyages and temporary accommodation has been arranged in the lower tween deck spaces and awning deck space.

Nine hundred tons of sand ballast is carried in the lower holds as follows:-
No 2 Hold 480 tons, No 3 Hold 360 tons, No 4 Hold 60 tons.

In my opinion, the structure below the ballast may be considered efficient for at least two years.

REPAIRS.

Upper Deck. Stringer strengthening brackets at the break in way of raised quarter deck found to be missing and these were restored port and starboard sides.

Deck plating and riveting found wasted and leaky in way of oil fuel bunker; one plate, port side, cropped and part renewed and 200 rivets renewed.

Awning Deck. Stringer plate port side found wasted and thin below accommodation; cropped out and renewed 36'-0" x 4'-6", and 12'-0" of stringer angle renewed. Deck plating found wasted in local places under port cargo winch between No 1 & 2 Hatches; electric welded doublers fitted as found necessary.

Sheer strake plating, starboard side, found wasted and holed above stringer angle; electric welded doublers 30'-0" x 12'-0" x 3/8" fitted.

Sheer strake and stringer plating, starboard side, in way of galley bunker found buckled; sheer strake and stringer plating released, joined in place and re-riveted.

Cargo doors to awning deck space, port and starboard, removed and permanently closed with riveted steel plates and side framing restored.

Galley coaling doors port and starboard fitted with new locking bars.

After bulkhead found leaking, made watertight by electric welding as found necessary.

After Peak. Bulkhead wasted and holed at bottom, starboard side; fitted with one electric welded doubling plate, 30" x 30" x 3/8".

Bulkhead in tween deck space found cropped open port & starboard, 16" x 14"; openings closed with electric welded steel blanks.

Hatchways. Coamings of all exposed cargo hatchways fitted with two stays at each end and each side, from horizontal stiffener to the steel deck. All hatchway covers throughout renewed.

New tarpaulins supplied throughout.

Cleats and battens renewed as found necessary.

Ventilators. Two ventilator coamings to Crew's accommodation forward, renewed.

Ventilator coaming on raised quarter deck to No 4 Hold (p.s.a) fitted with electric welded steel doubling plate.

Two stokehold ventilators on fidley casing top fitted with brackets and stays.

All ventilators supplied with wood or metal caps and canvas covers.

W.M. (P.T.O.)

Steel S.S. Steamer "Tripolitania"

REPAIRS (CONTD)

Scupper & Sanitary Discharges. Pipes renewed as found necessary and all storm valves opened up and overhauled and extended spindles repaired.

Casings. Casing stiffeners under life boats found cropped out p.s.s. were restored. Machinery casing top found wasted, fitted with electric welded steel doubling plates.

Machinery casing steel doors on awning deck renewed, handles fitted both sides and sills raised to 15" in height.

Shaft tunnel. Plating found wasted port side aft in No 4 Hold fitted with one electric welded doubling plate 18" x 18" x 3/8".

Plating removed for access to shafting, replaced and re-riveted.

Masts. Shrouds and stays of both masts renewed.

All repairs were hose tested on completion and found tight and tanks were pressed up and tested.

To complete the Survey the following requires to be done:-

Vessel to be placed in dry dock, bottom and rudder to be cleaned, examined and re-coated, and bottom to be specially examined in way of echo sounding device.

Anchors and chain cables to be ranged and examined.

General equipment to be examined.

Suitable air pipes to be fitted to No 2 Double Bottom Tank.

Air and sounding pipes to be fitted to forward and after cofferdams.

Additional ventilation to be fitted to Awning Deck Space in way of fuel oil settling tanks.

The vessel has proceeded to Alexandria for completion of the survey and repairs and the Surveyor has been notified accordingly.

W.T. Mathison.

The following items can be regarded as part of the Special Survey for Reclassification (See letter 14.8.45)

Examination & testing of fore peak tank and Nos 1, 2 & 4 double bottom tanks.

Examination of Nos 1, 2 & 3 holds, engine and boiler spaces, x air and sounding pipes, masts & rigging, winch, main and auxiliary steering gear, hatchways, coamings, ventilators and all closing arrangements.

x as above