

28 JUL 1948

No. 127333

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24. 6. 1948: When handed in at Local Office 19... Port of LIVERPOOL.
 No. in Reg. Book 57545 Survey held at Birkenhead Date, First Survey 26/4/48 Last Survey 14/6/1948
 on the Wood Iron or Steel "THELIDOMUS". (No. of Visits 33)

TONNAGE: Built at Portland, Or. By whom Kaiser Co. Inc. When 1944
 GROSS 10643 Owners Anglo-Saxon Pet. Co. Ltd., Owners' Address
 UNDER DK. 9489 Managers - Port belonging to London.
 NET 6303

Surveyed Afloat or in Dry Dock? ☒ Name of Dock Glover L.R. 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 serially 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.

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.E., if any).
 100A1 (Classification Contemplated). BS 9.47.
 Examined 9.47. TS CL 9.47.
 9.47.
 Fitted for Oil Fuel.
 Carrying petroleum in bulk.
 Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 2 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY (SEE ALSO LIV. RPT. 126/100.)
 NOW DONE:-

Vessel in drydock, shell plating & rudder cleaned, examined & recoated. Rudder lifted. Decks, casings, hatches & closing appliances, anchors & cables (ranged), chain lockers, fore peak tank internally, aft peak tank internally, oil fuel bunkers internally, fore deck tank internally, all double bottom tanks & cofferdams internally, all main cargo tanks internally, windlass, steering gear & general equipment examined. Fore & aft peak deck tanks forward, oil fuel bunkers, all double bottom & main cargo tanks tested.

A renewal longitudinal survey held & reports C/O 1 & C/O 2 forwarded to London office.

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

PRESENT CONDITION OF THE
 Decks Good. Bulkheads Good. Engine Room Skylights Good. Copper, or Y.M. (State if on Felt.)
 Caulking of Decks " Ceiling Good. Coal Bunkers, Openings, Covers, &c. Good. When fitted, Month Year
 Coamings " Cement or Asphalt Good. Oil Bunkers Good. Boats Good.
 Beams & Fastenings " Rudder " Scuppers " Masts, Yards, &c.
 Outside Plating " Steering gear and its connections " Cargo Hatchways " Condition, how ascertained from dk.
 " " in way of sidelights not exd. Windlass " Hatches " (State if wedges removed.)
 Frames Good. Have pumps been examined and found efficient? No. Planking " Equipment letter
 Reverse Frames " Have Sluice Valves been examined and found efficient? No. Caulking " Anchors, No. of 3-1
 Longitudinals " Have Watertight Doors been examined and found efficient? Good. Treenails " Cables (State if now ranged) Yes.
 Transverses " Have Ventilators and their Coamings been examined and found efficient? Yes. Breasthooks & Stemson " length 265 1/2 ft. mean diam. 2 1/4 (H.T.)
 Doors " Air and Sounding Pipes Good. Transoms, Pointers & Crutches " Rule length 330 size 2 5/16
 Pelsons " Doubling Plates under Sounding Pipes " Timbers of Frame at openings " Chain Locker Good.
 Ringers " Have the Tanks been examined internally? Yes. Stringers, Clamps & Shelves " Hawseers & Warps Sufficient
 Inner Bottom Plating " Have the Tanks been tested? Yes. Sailing " Standing and Running Rigging Good.
 Sails Good.

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, as far as now seen, is in good condition and is eligible in my opinion, to be classed 100A1 in the Register Book and to have a fresh record of survey and notation of S.S. Oku - 6.48, without special condition.

Survey Fee (per Section 29) £ 147: 0: 0 Fees applied for, 20 JUL 1948
 Modification & Repair £ 48: 15: 0
 Special Damage or Repair Fee (if any) (per Sec. 29)
 Sailing Expenses (if chargeable)
 Bond and Surveyor's Fee (if any)

Committee's Minute LIVERPOOL 27 JUL 1948

Character Assigned 6.48 BKN. without special condition.

Classed 6.48 S.S. BKN. 6.48 Subject BS 6.48

Note to Rpt. 19.3.49 Fitted for oil fuel 150°/-

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002858-002869-0250/1

REPAIRS.

no 3. centre tank - Two cracks in way of tripping brackets on forward bulkhead repaired.
 no 3 stb. wing tank - Crack in aft end of longt. bulkhead repaired.
 no 4. Port wing tank - cracks in fore & aft ends on longt. bulkhead repaired.
 no 1. centre tank - Three cracks in way of tripping brackets on forward bulkhead.
 no 4 stb. wing tank - Crack in fore & aft ends on longt. bulkhead repaired.
 no 5 port wing tank - Crack in fore & aft ends on longt. bulkhead repaired.
 no 5 centre tank - Two cracks in forward bulkhead in way of tripping brackets repaired.
 no 5 stb. wing tank - cracks in fore & aft ends on longt. bulkhead repaired.
 no 6 Port wing tank - Cracks in fore & aft ends on longt. bulkhead repaired.
 no 6 centre tank - Crack in way of tripping brackets on forward bulkhead repaired.
 no 6 stb. wing tank - cracks in way of tripping brackets in forward bulkhead and on longt. bulkhead repaired.

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

RETEST.
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.	Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.			
4138.	1st Bower	103	1 0	✓	✓	68	15	✓	Bull. C.S. Head.	not known
4136.	2nd "	103	3 0	✓	✓	68	15	✓	" " "	" " "
4135.	3rd "	103	1 0	✓	✓	68	15	✓	" " "	" " "
	Collective Weight	310	1 0							
15630.	Stream.....	39	2 14			35	10	✓	" " "	Chas. 1/48 S. Bolin.
	Kedge									

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

RETEST. 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.			
17442.	87 1/2	2 1/2	127/10	178/10	228-3-26	✓	320.	2 1/2	C.S. Shackle	not known	Chas. 1/48 S. Bolin.
17443.	88	"	"	"	227-3-22	✓	"	"	"	"	" 3/6/48
17415.	88 1/2	"	"	"	229-1-1	✓	"	"	"	"	" 13/5/48
17434.	156	"	"	✓	6-1-4	✓	"	"	"	"	" 7/6/48
	Total 265 1/2				692-1-45						

no 4. Port wing tank - Crack in aft end of longt. bulkhead repaired.
 no 4. Centre tank - cracks in way of tripping brackets on forward bulkhead repaired.
 no 4. stb. wing tank - crack in fore end of longt. bulkhead repaired.
 no 8 Port wing tank - crack in way of tripping bracket on forward bulkhead repaired. (SEE CONTN.)

"THE LIDONS."

(REPAIRS CONT'D)

no 8 centre tank - crack in way of tripping brackets on forward bulkhead repaired.
 no 9 port wing tank - crack in fore end of longt. bulkhead repaired.
 no 9 centre tank - cracks in way of tripping brackets on forward bulkhead repaired.
 Stabs in manner plating cut out & rewelded where cracked.
 Other minor repairs effected.

MODIFICATIONS.

The shell & deck plating has now been cut and longitudinally strapped.
 Joints now made in way of bilge strake butts in bilge keels. (The ends of bilge keels previously sniped.)
 No distortion was observed in the plating of the webs in the transverse bulkheads.
 cracks in connections of longt. bulkheads to T bars of H sections in way of web tripping brackets dealt with as aforementioned.
 Ends of bottom longitudinals in way of Nos 4/5 & 6/7 transverse bulkheads scabbled.
 Longt. bulkheads cracked at bottom in way of 4/5 & 6/7 transverse bulkheads.
 Rudder manbraces well tested & found satisfactory; Deck of rudder plating reinforced with fabricated angles S. S.
 All the aforementioned repairs and modifications have been effected in accordance with London letters, approved plans & specifications and are considered satisfactory.

EQUIPMENT.

The anchors & cables now tested & verified with certificates as per report 8.
 It was stated 60 fathoms of cable had been ordered & would be placed on board at the first opportunity.

S.R.L. no 3 main tank now dealt with as aforementioned & found satisfactory. This item may now be deleted from S.R.L.

License verified & work checked on board.

Vessel undocked. 11/6/48.