

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19...
 No. in Survey held at Birkenhead Date, First Survey 2/9/47 Last Survey 19/9/1947
 Reg. Book. 1892 on the Wood, Iron or Steel Tanker "THELIDOMUS" EX "Sandelin" (No. of Visits 10)

TONNAGE: — Built at Portland Or. By whom Kaiser Co. Inc. When 1944
 GROSS 10,643 Owners Anglo Saxon Petroleum Co Owners' Address _____
 UNDER DK 9489 Managers _____ Port belonging to London
 NET 6303

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Cammell Lairds Destined Voyage _____
 Length 110 feet; uE & B _____ feet; f _____ feet
 Capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

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 placement 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.

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).
<u>Class contemplated</u>	
<u>Fitted for O.F.</u>	
<u>CARRYING PETROLEUM IN BULK.</u>	

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION with a view to Classification.
Vessel placed in dry dock, shell plating and rudder cleaned, scammed and coated.
Examined decks, casings, ventilators, hatchways and their closing appliances, fore & aft peak spaces, machinery space, structure under boiler, pump rooms, hold, main cargo tanks as far as practicable, cofferdams, oil fuel bunkers externally, windlass, steering gear & general equipment all found or placed in efficient condition

Repairs. Wear & tear
Defective welding in web to bulkhead in No 8 centre tank cut out

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

PRESENT CONDITION OF THE	Good	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Condition of Decks	"	<u>where and efficient</u>	<u>good</u>	(State if on Port.)
Plating	"	<u>not used</u>	<u>none</u>	When fitted, Month Year
Fastenings	<u>where used</u>	"	<u>externally good</u>	Boats
Frames	<u>not used</u>	<u>good</u>	"	Masts, Yards, &c.
Windlasses	<u>where used good</u>	<u>no</u>	<u>no</u>	Condition, how ascertained <u>by exam</u>
Water-tight Doors	<u>not used</u>	<u>no</u>	<u>no</u>	(State if wedges removed.) <u>none</u>
Water-tight Hatchways	<u>not used</u>	<u>no</u>	<u>no</u>	Equipment letter
Water-tight Bulkheads	<u>not used</u>	<u>no</u>	<u>no</u>	Anchors, No. of <u>3 & 1</u>
Water-tight Stowage Bins	<u>not used</u>	<u>no</u>	<u>no</u>	Cables (State if now ranged) <u>Yes</u>
Water-tight Trunks	<u>not used</u>	<u>no</u>	<u>no</u>	" length <u>270 fms</u> mean diam. <u>2 7/16"</u>
Water-tight Hatchways	<u>not used</u>	<u>no</u>	<u>no</u>	(on board.) " Rule length <u>330 fms</u> size <u>2 3/4"</u>
Water-tight Bulkheads	<u>not used</u>	<u>no</u>	<u>no</u>	Chain Locker <u>not exam'd</u>
Water-tight Stowage Bins	<u>not used</u>	<u>no</u>	<u>no</u>	Hawsers & Warps <u>sufficient</u>
Water-tight Trunks	<u>not used</u>	<u>no</u>	<u>no</u>	Standing and Running Rigging <u>good</u>
Water-tight Hatchways	<u>not used</u>	<u>no</u>	<u>no</u>	Sails <u>none</u>

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."
The vessel, so far as seen is in efficient condition and eligible in my opinion to have record of survey 9.47 and notation of examined 9.47 for 12 months subject to No 3 tank being tested before different grades of oil are carried in Nos 2 & 3 Tanks.

GENERAL EXAMINATION	ALTERATIONS	Damage or Repair Fee (if any)	Surveying Expenses (if chargeable)	Surveyor's Fee (if any)
£ 29: 0: 0	£ 10: 10: 0	£ : 10: 0	£ :	£ :

Fees applied for, 17 OCT 1947
 Received by me, Namish C. Murray
 Surveyor to Lloyd's Register of Shipping.

Classification Contemplated
9.47 BKN. Subject
Examined 9.47 B.S.9.47 T.S.9.47 CL



2 OCT 20 1947

Is Certificate required? If so, to be sent to

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.

and renewed.
 Minor welding repairs effected to rudder
 Some minor fitting in C, D & E strakes, aft end port built up with welding.
 W.I. door fastenings & packing, at pump rooms, poop & bridge bulkheads made good.
 Missing plate cover fore forecastle ventilator replaced and all other closing plates made workable.
 Cargo tank lids overhauled & made good, with fastenings.
 Some minor repairs effected.

Alterations etc. Closing appliances and bulkheads in forecastle modified to suit tonnage requirements. New access hatch fitted on forecastle deck (starboard). Additional rail fitted round weather decks.
 Spar deck framework, gun emplacements, and sundry war time equipment removed and ship's structure in way made good.

Freeboard Survey (Assignment) held C11 and C11 (comp) forwarded to London Office. Provisional Loadline Certificate issued, copy attached.

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.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

The following may be accepted towards Classification Survey:—
 Decks, casings, hatchways & their closing appliances, masts & rigging, shell plating, shell plating under side scuttles (shell not drilled), machinery space, structure under boiler, pump rooms, cofferdams, fore & after peak spaces, ventilators & air pipes & hold, boats, masts & rigging
 To complete the survey:— Fore peak tank, aft peak tank, fore deep tank, double bottom tanks and cargo tanks and oil fuel bunkers to examine internally and test, chain locker, windlass, steering

"THELIDOMUS" ex "Sandelien"

gear, general equipment, anchors & cables to be brought up to Rule Requirements.

Anchors verified with American Bureau Certificates, particulars on which are as undernoted.

L.R. No.	Description	Quantity	Weight	Test	Mark	Remarks
100100	Bower	1	11,700 lbs.	154,350 lbs.	Mark ABS SF3406	L.R. No. 154,840 lbs. FOR ANCHOR SUPPLIED
100101	"	1	11,740 "	155,100 "	" " 3407	
100102	"	1	11,740 "	155,100 "	" " 3230	
3130	Stream	1	4,340 "	79,220 "	" " 3399	L.R. No. 77,920 lbs. FOR ANCHOR SUPPLIED

270 fms. 2 5/16 cast steel stud link cable
 Test strain 303,320 lbs.
 Breaking " 424,630 " ✓ Weight 83,876 lbs.
 Mark P.H. 12343 A.B.

Some minor indents were noted, in C 5 from fore (2) & Keel 6 from aft. It is not considered that these are worthy of recording against the class of the vessel.
 Evidence of minor leakage was observed in the forward bulkhead of No. 3 centre tank. No opportunity was afforded for detailed examination and it is recommended that No. 3 centre tank be tested before different grades of oil are carried in Nos 2 & 3 Tanks.

Freeboard assignment survey held, C11 & C11 (comp) completed.
 Provisional certificate issued pending receipt of Official Certificate.