

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17-10-1947. When handed in at Local Office 21-10-1947. Port of SWANSEA.
 No. in Survey held at Swansea. Date, First Survey 12-9-47. Last Survey 16-10-1947.
 Reg. Book. 310 on the Wood, Iron or Steel. "THEOBALDIUS" ex "Silver Creek".
 TONNAGE:—
 GROSS 10662. Owners Anglo Saxon Petroleum Co. Owners' Address -
 UNDER DK. 9489. Managers - Port belonging to London.
 NET 6323. Built at Portland, Or. By whom Kaiser Co. Inc. When 1945.
 (If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmer's Dry Dock. Destined Voyage -

Cell/Dor/Dba - feet; uE & B - feet; f - feet } Particulars of Classification (which must be inserted
 total capacity - tons. FPT - tons; APT - tons; MT - feet. tons. } precisely as in Register Book & Supplements)

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. 19-9-47.)

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. No. - 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? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION - Classification Contemplated.

Now Done:- Vessel placed in dry dock, Bottom and rudder cleaned, examined and coated.

The rudder was specially examined in accordance with the requirements of Circular No. 1870 and found in order.

The double bottom tanks in way of the machinery spaces and the fore and after peak tanks have been examined internally and tested as per Rule.

No. 1 starboard and No. 2 Centre Cargo tanks have been examined internally.

The remaining cargo tanks were not sealed and made gas free for examination.

The cargo tanks were not tested at this time.

The machinery spaces, peak spaces and pump room examined.

Chain cables ranged and examined. There are 10 lengths each side of 2.5/16" steel cable.

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

ESSENTIAL CONDITION OF THE	Good.	Bulkheads where exd.	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	-
Plating of Decks	Good.	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Stowings	Good.	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month	-
Welds & Fastenings	Good.	Rudder	Good.	Scuppers	Good.	Boats	Good.
Side Plating	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Masts, Yards, &c.	Good.
" In way of sidelights	Good.	Windlass	Good.	Hatches	Good.	Condition, how ascertained from deck.	None.
Where exd.	Good.	Have pumps been examined and found efficient?	Yes.	Planking	-	(State if wedges removed.)	None.
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	Yes.	Caulking	-	Equipment letter	-
Longitudinals	where exd. Good.	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	-	Anchors, No. of	3B. 1S.
Transverses	where exd. Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes.
Stowings	Good.	Have Sounding Pipes	Good.	Transoms, Pointers & Crutches	-	" length 300 mean diamr 2.5/16"	-
Bottom Plating	Good.	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings	-	" Rule length - size -	-
Have the Tanks been examined internally?	Part			" at other places	-	Chain Locker	Good.
Have the Tanks been tested?	Part only.			Stringers, Clamps & Shelves	-	Hawsers & Warps	Good.
				Salting	-	Standing and Running Rigging	Good.
				(State if examined)		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 eligible in my opinion to be classed with record of "Examined 10.47" and to have the notation of s.s. Sws. 10.47 when the survey has been completed.

Survey Fee (per Section 29)	Genl. Examn., £ 43 : 10 : -	Fees applied for,	21-10-1947.
Special Damage or Repair Fee (if any)	£ - : - : -	Received by me,	- 19
Surveying Expenses (if chargeable)	£ - : - : -		
Second Surveyor's Fee (if any)	£ - : - : -		

Committee's Minute

Character Assigned

Assign 100 A1 (Classification contemplated)

10.47 Sws Examined 10.47

138 10.47 subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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.

3 Bower and 1 Stream anchor examined and in order. Particulars of anchors and chain cables taken from certificates on board are shown on this form.

Chain locker examined and cables replaced.

Masts, rigging and general equipment examined.

Steel hatch covers throughout examined with their fastenings and found in order.

Ventilator coamings and covers examined.

The steering gear examined and auxiliary hand gear tried under working conditions.

The windlass, pumps, valves, watertight door and air and sounding pipes examined.

Striking plates are fitted in the double bottom and peak tanks.

Freeboard assignment survey carried out and the freeboard markings cut in on vessel's sides and verified.

To complete the Classification Survey in accordance with Circular No. 1871, the following items remain to be carried out:

The cargo tanks, except No. 1 Starboard and No. 2 Centre, to be examined internally.

All cargo tanks to be tested as per Rule.

The oil fuel deep tanks forward and aft to be examined internally and tested as per Rule.

Main scantlings to be verified from the structural plans. (These plans were not produced at this time).

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.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower	11	7	40	LBS.			15	5	100	LBS.			"BALDT"		
	2nd "	11	7	80	"			"	"	"				"		
	3rd "	11	7	20	"			"	"	"				"		
	Collective Weight	3	5	240												
	Stream.....	4	3	40	LBS.			7	9	220	LBS.			"		
	Kedge															

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

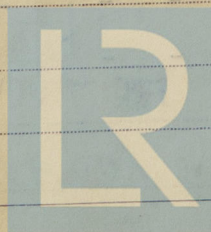
CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
PH 23392	300	2-5/16	30	3320	135/930	40 lbs.					
					4246	30 lbs.					
Iron Stream Chain } or Steel Wire }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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