

Rpt. 8.

(Received at London Office

30 APR 1948

No. 105225

REPORT OF SURVEY FOR REPAIRS, &c.
NEWCASTLE-ON-TYNE

Date of writing Report

When handed in at Local Office

26 APR 1948

Port of

No. in
Reg. Book

Survey held at North Shields

Date, First Survey 16th FEB 1948Last Survey 9th APRIL

1948.

77299

on the Wood, Iron or Steel S.S. "THELICONUS"

(No. of Visits 30)

TONNAGE :-

GROSS 10669

UNDER DK. 9489

NET 6307

Built at MOBILE, ALA.

By whom ALABAMA D.D. & S.B. Co.

When 1944

MONTH.

Owners ANGLO-SAXON PETROLEUM Co. LTD., Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to LONDON

Surveyed Afloat & in Dry Dock? BOTH

Name of Dock SMITHS DOCK Co. LTD.,

Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT 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

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)CHARACTER.
* for Special Survey
Date of last Survey and of
Periodical SurveysMachinery and Boiler
Surveys
(Including date of N.B., if any)

100 A1 547 8.5 547

(Classification Contemplated)

WTB

EXAMINED 547

Carrying Petroleum in Bulk

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

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 2 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, SPECIAL SURVEY, AND MODIFICATIONS.

NOW DONE— Vessel placed in dry dock, bottom and middle cleaned, examined & re-coated. Rudder pintles removed, examined & replaced. Forward Cargo space, peaks, pumprooms, and machinery spaces cleaned and examined. Wood sparring in Cargo space removed, and replaced. Decks, casings, hatchways and closing appliances, ventilators, steering gear, windlass, anchors and cables, chain locker, masts and rigging, air and sounding pipes, and general equipment, freeboard and boats, all examined, and found or placed, in good order, striking plates below sounding pipes fitted, all struts removed & replaced and structure in way examined. Anchors & cables verified (see enc. leaf) Freeboard verified.

SUMMARY 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

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Gaulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.		(State if on Foot)	
Coamings	"	Cement or Asphalt		Oil Bunkers	Good	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	Good
" " In way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained by examination	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	g t
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	38 15
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	YES
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 300 mean diamr. 2 5/16	CAST STEEL
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		" Rule length 330 size 2 1/16	
Stringers	"			" " at other places		Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Good
Have the Tanks been examined internally?	Yes			Saffing		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes			(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 in good condition and eligible in our opinion to be classed 100 A1. "Carrying Petroleum in Bulk" and to have docking date 4.48 and notation S.S. SHL-4.48. subject to sternframe (EN. 4.48) being specially examined at the next dry docking. (30 fathoms of cable to supply)

Survey Fee (per Section 29)	SEE LETTER	Fees applied for,	
SPECIAL SUNDAY FEE	£5. 5. 0	Received by me,	
Special Damage or Repair Fee (if any) (per Sec. 29)			
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

LICENCE CASE. JUN 3 JUN 1949

Committee's Minute

Character Assigned See minute on F.E. Rpt.

Rpt 88 8/3/49

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

002956-002969-0329 1/2

All double bottom tanks, peak tanks, cargo oil tanks, deep tanks, and after-tanks, and bunkers, water-tested, and examined internally. Pump rooms flooded & examined. Bilge strainers tried and found satisfactory. Rpt C11 cont'd placed on board.

WEAR & TEAR REPAIRS:- (TANKS NUMBERED FROM FORD).

N°5 CENTRE TANK. After shell, ^{bottom} transverse bracket found fractured at con to longi bil. port side, fracture cut out & welded & doubling pad fitted to longi bil.

N°6 CENTRE TANK. Ford & aft ^{bottom} shell transverse brackets found fractured at con to longi bil. port side, fractures cut out & welded & doubling pads fitted to longi bil.

Bottom shell longi N°3 from port, found fractured, fracture cut out and welded and doubling plate fitted.

N°7 CENTRE TANK. Ford & aft ^{bottom} shell transverse brackets found fractured at con to longi bil. port side, fractures cut out & welded & doubling pads fitted to longi bil.

N°8 CENTRE TANK. Bottom shell transverse brackets found fractured at con to longi bil. starboard side, fractures cut out & welded & doubling pads fitted to longi bil.

1, small fracture found in bottom shell port side in N°1 Tank, fracture rec'd out and welded and an efficient doubling plate fitted.

A fracture was found in the sternframe, starboard side, in the solepiece below the aperture, this has been rec'd out and welded, and it is recommended the sternframe be specially examined at the next dry docking, being considered efficient meantime.

The hull's plating was found slightly pitted, and these have been cleaned out and welded.

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

Bower anchors. 2 1/2 grades up.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, STOCK, CWS, qrs, lbs.	WEIGHT OF STOCK, CWS, qrs, lbs.	TEST PER CERTIFICATE, TONS CWS, qrs, lbs.	WEIGHT REQUIRED BY RULE, CWS, qrs, lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
PA 26812	1st Bower	11340 LBS.	10 1/2	152850 LBS.	95 -	BALOT STOCKLESS	BALOT ANCHOR & CHAIN FORGE	CHESTER PA. 29th APRIL 1947 E.G. PYNE
PA 18766	2nd "	11450 LBS.	10 1/2	153000 LBS.	95 -	"	"	CHESTER PA. 14th DEC 1944 E.G. PYNE
PA 18768	3rd "	11400 LBS.	10 1/2	153000 LBS.	95 -	"	"	CHESTER PA. 14th DEC 1947 E.G. PYNE
	Collective Weight	34190	30 5/4		271 -			
P 13528	Stream.....	4308 LBS.	38 1/2	78193 LBS.	35 1/2	"	"	CHESTER PA. 20th MAY 1943 E.G. PYNE
	Kedge.....				28 (stock)	"	"	

* 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. LBS.	Supplied. Per Rule. CWS, qrs, lbs.	Length. Diam.			
PA 30293	15 2 5/16	303320	42460	230 2 1/16	CAST STEEL STUD LINK		FEB 16th 1947
PA 30295	15 2 5/16	"	4675	"	"		INTERNATIONAL SHARON PA.
PA 30301	15 2 5/16	"	4685	"	"		MALLEABLE & E.L. FISH.
PA 30303	15 2 5/16	"	4655	"	"		STEEL CASTING G.
PA 30304	15 2 5/16	"	4655	"	"		"
PA 30305	15 2 5/16	"	4655	"	"		"
PA 30306	15 2 5/16	"	4660	"	"		"
PA 30307	15 2 5/16	"	4660	"	"		"
PA 30308	15 2 5/16	"	4660	"	"		"
PA 30319	15 2 5/16	"	4650	"	"		"
PA 19220	150 2 5/16	"	46760	"	"		6th JAN 1945

300. (30 fathom below Rule requirements).

Equipment of ropes in accordance with Rule Requirements?

A number of minor repairs effected. Rigging overhauled and made good, per report attached.

The following modifications were carried out, in accordance with London Letter dated 7th Feb 1948 and Anglo-Saxon Co's specification.

(A) Rivetted straps fitted as follows, in way of slots cut in deck and shell.

UPPER DECK:- (1P & 1S) 12 1/2 x 1" doubled rivetted strap fitted at 18" outboard of longitudinal bulkhead.

SHELL:- Upper side shell (1P & 1S) 16 1/2 x 1 1/4" strap, treble rivetted, fitted on "J" strake, 9" above N°3 longitudinal.

Lower side shell (1P & 1S) 16 1/2 x 1" strap, treble rivetted, fitted on "F" strake, 9" above N°12 longitudinal.

Bottom shell (1P & 1S) 12 1/2 x 86" strap, double rivetted, fitted at 3'4" outboard of longitudinal bulkhead.

Straps extend from 3'0" forward of frame 47 to 18'2" forward of frame 68.

(B) T bars fitted to transverse bulkheads and tripping brackets of webs as follows:- in Centre Tanks only.

N°5 TANK forward bulkhead 15 off, no fractures found.

N°7 TANK " 15 off, " " "

T bar 3'6" long 10 x 6 1/2" sniped at ends.

(C) Longitudinal bulkhead base plates cranked for a distance of 4'0" on forward and after side transverse bulkheads, and additional vertical tripping brackets fitted as follows.

At bulkhead between N°3 & 4 tanks, forward & after sides, port & starboard.

N°4 & 5 " " " " " "

N°5 & 6 " " " " " "

N°6 & 7 " " " " " "

N°7 & 8 " " " " " "

(D) Bottom Longitudinals scalloped out at ends in way of transverse bulkheads between N°4 & 5 tanks and N°6 & 7 tanks.

(E) The bilge keel has already been dealt with, sniped for a distance of 5'0" at ends & doubling plates fitted at extremity of same. Scorrations cut in way of butts of bilge plating.

(F) No sign of failure of centre webs on transverse bulkheads, and no lightening holes cut in webs.

2. Tonnage openings have been cut in bridge and bulkhead see (C11 cont'd).

A new steel deckhouse has been fitted, on boat deck aft, to accommodate one junior Engineer.

A number of minor repairs effected.