

TONNAGE:—

GROSS 10673

UNDER DK. 9489

NET 6318

Built at Portland Or: By whom Kaiser Co. Inc. When 1945

Owners Anglo Saxon Petroleum Co. Ltd., Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmers Dry Dock. Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking on account of Grounding as per S.R.L; Completion of Classification; Special Survey "B" in accordance with Circular 1871. Alterations including Strapping. Notation of A. & C.P. Also Load Line Renewal Survey held. Now Done:- Docking & Completion of Special Survey.

Vessel placed in Dry Dock Bottom and rudder cleaned, examined and coated. No damage found attributable to Grounding. Rudder specially examined in accordance with instructions as per Circular 1870 with satisfactory results.

The Cargo Hold, Tween Decks, Superstructures, Peaks, Cofferdams, Pump Rooms and Machinery Spaces examined, and Steelwork scaled and recoated where necessary. Plating in way of Openings examined. All Cargo Tanks, Fore and After Peak Tanks, Cofferdams and Forward Deep Tank cleaned and examined internally, (D.B. Tanks examined 11.47.)

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.		
Caulking of Decks	Good	Ceiling		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)		
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month		Year
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good	
Outside 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 By examn.		
Frames	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	G+	
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Anchors, No. of	3B 1S.	
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems		Cables (State if now ranged)	Yes.	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 287 fms. mean diamr. 2 1/4"		
Keelsons	Good	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings		(on board)		
Stringers	Good			" " at other places		" Rule length 330 size 2.5/16ths.		
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Chain Locker	Good	
Have the Tanks been examined internally	Rpt.			Salting		Hawsers & Warps	Good	
Have the Tanks been tested?	See Rpt.			(State if examined.)		Standing and Running Rigging	Good	
						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 our opinion to be classed 100A1 8.48 "Carrying Petroleum in Bulk" and to have notations of Lloyd's A. & C.P. and S.S. Sws. 8.48 with fresh record of Docking Survey 8.48. Subject to buckled webs of transverse bulkheads in centre tanks being dealt with at a convenient opportunity and 45 fathoms of cable supplied at the

Survey Fee (per Section 29) £ 183

Special Damage or Repair Fee (if any) (per Sec. 29) £ 100

Travelling Expenses (if chargeable) Sws. £ 3 10

Cond Surveyor's Fee (if any) £ 3 10

Fees applied for, 18-9-48

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned Assign 100A1 Carrying Petroleum in Bulk

Heard 8.48 Sws Subject LMC MS 1147

Note (Delete Cl. 1.38) S.S. Sws - 8.48 BJS 48

For Cl. 57.48 CL Fitted for oil fuel F.P. above 150°F

Lloyd's Register Foundation

S.S. "THALAMUS".

Scaled and coated where necessary and all Tanks and Cofferdams except Fore and After Peaks (dealt with 11.47.) tested to Rule Requirements and found or made tight. Cables (Ranged), Chain Locker, Anchors, Decks, Casings, Boats, Masts, Rigging and General Equipment examined.

Hatchways, Ventilators, all Closing Appliances, Pumps, Sluice Valves, Watertight Doors, Air and Sounding Pipes, Windlass, Steering Gear (Main and Auxiliary), Connections examined and found or made satisfactory. Freeboard Verified.

Notation A. & C. P.:- The Anchor and Cable Equipment on board Vessel have been tested in accordance with the Rules. (Particulars on back of Report 8.)

Alterations.

1. Strapping. The Deck, sides and bottom Shell Plating Port and Starboard has been cut and rivetted straps fitted in accordance with the Society's Approved Specification for this work on T2 Tankers with the following exceptions:-

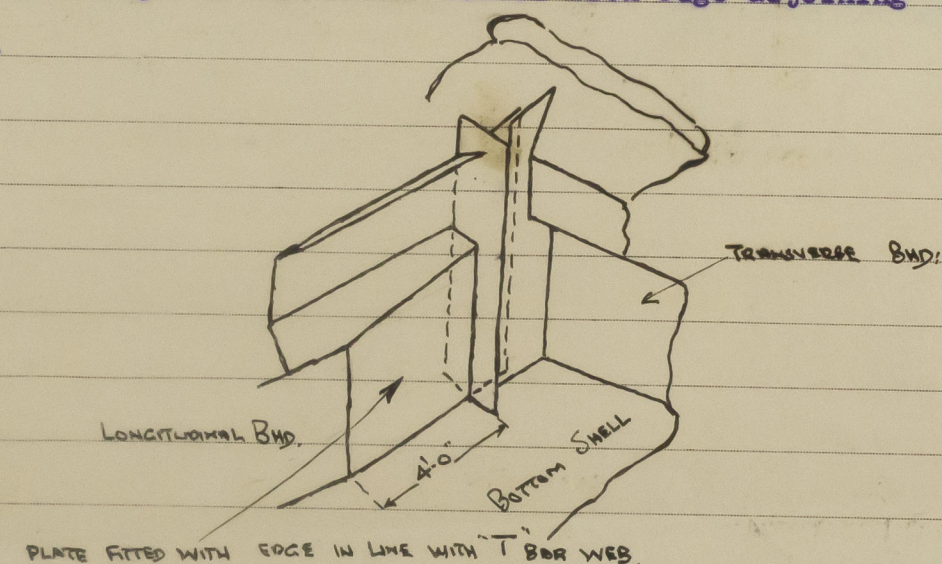
The side straps at Bilge and Sheer are 16½" wide x 1" thick treble rivetted.

The centres of the Deck Straps are positioned between the 2nd and 3rd Longitudinals from Gunwhale, this position being chosen at Owner's request to reduce the amount of access work and removal of Deck Fittings.

On completion of the above work the wing Cargo Tanks in way tested by head of water to Rule Requirements and found or made tight.

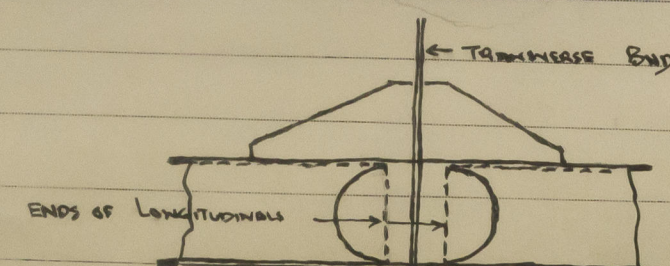
The following work was carried out to Owner's instructions:-

(1) At the junction of the Longitudinal Bulkheads to the "T" Section on the Transverse Bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks, the lower vertical Plate of the Longitudinal Bulkhead which is connected to the edge of the Transverse Flange of the "T" Bar has been cropped and part removed from a position 4' 0" from the Flange and new Plate fitted with edge adjoining "T" Bar in line with "T" Bar Web.



(2) The Web tripping brackets of the transverse bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks, centre and wings have been dealt with by fitting "T" Bar connections to Bulkhead as per approved specification.

(3) The ends of all the Longitudinal frames at bottom of Shell in way of Bracket connections to transverse bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks have been cut to semi-circular form to eliminate notch affect.



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.	DROP TEST INITIALS N° DATE	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Tons Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.			
23362	1st Bower	103	3 14	✓	—	68	15	—	95	BALOT TYPE SWAMP & HEAD	W.N.N(6376) 20.7.48	CARDIFF 21.7.48 W.N. NORMAN
23368	2nd "	102	0 7	✓	—	68	7 2	—	—	CAST STEEL	F.W.D(6385) 28.7.48	CARDIFF 29.7.48 F.W. DAVEY
23369	3rd "	102	3 14	✓	—	68	7 2	—	—	"	E.W.D(6386) 28.7.48	"
	Collective Weight.	308	3 7						271			
23366	Steam	39	3 14	✓	—	35	13 1 21	—	—	"	W.N.N(6380) 28.7.48	CARDIFF 26.7.48 F.W. DAVEY
	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.	Wear Dia.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Dia.			
44519	13 EACH 14 3/8	2 1/4	127%	178%	507.2.11		330	2 5/16			29.7.48 CARDIFF F.W. DAVEY
17467	96 1/2 ft	2 1/4	127%	178%	247.3.14						28.6.48 CHESTER S. BOLTON
17468	2 1/4	127%	—	—	2.1.27						"
Iron Steam Chain or Steel Wire											
ONE FOUR LINK ATTACHMENT CONSISTING OF 4 STUD LINKS.											

s.s. "THALAMUS".

No fractures were found at the above positions at this time, alterations as above being carried out as a precautionary measure. The undermentioned parts found fractured dealt with as follows:-

Fracture in transverse web at beginning of rise to Longitudinal bulkhead connection in way of No 9 port wing Tank, veed out, welded strap fitted over and an additional flanged bracket fitted.

A small fracture in Longitudinal bulkhead plating in No. 4 starboard Tank, ends drilled, veed out and welded.

Fractured Longitudinal frame at bottom shell in way of bracket connection to transverse in No. 4 starboard tank veed out, welded and strap fitted. Buckled webs of transverse bulkheads between Nos. 4 & 5 centre tanks and between Nos. 6 & 7 centre tanks, faired with part new material as found necessary and webs reinforced with continuous stiffener in accordance with approved specification. It was observed that all webs on transverse bulkheads in centre tanks were buckled between tripping brackets, the above dealt with being of an appreciable amount, the remaining not dealt with at this time are slightly buckled and Owners request to deal with as opportunity is afforded, in my opinion merits favourable consideration of the Committee.

Special Reasons. The item regarding examination in dry dock now dealt with should be deleted.

The buckled webs of transverse bulkheads in centre tanks have been specially examined and dealt with as above.

Cable equipment has not been brought up to Rule Requirements at this time.

W. W. W. W.

3/3
25/20



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