

Rpt. 9

23 MAR 1960

Date of writing report 19.2.60.  
Survey held at Tilbury

Received London 19.2.60. Port LONDON  
No. of visits One

No. 142256  
First date 15.2.60. Last date 15.2.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 32989 Name ~~NEW~~ S.S. " THALAMUS " Gross tons 10701 Date of build 1945  
Owners Shell Petroleum Co. Ltd., Managers Port of Registry London  
Engines made 1945 By General Electric Co. Ltd., Type Stm. turb connected to elec motor  
No. of Main Engines No. of Screws Records of Survey & Special Notations as per Register Book & sc shaft.  
No. of Main Boilers 2WTE W.P. 500lbSpt 470lb  
No. of Aux./Donkey Boilers W.P.  
Surveyed Afloat or in Dry Dock  
Nature of Survey Docking  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Hull	Machinery
100A1 oil tanker	4.59. LMC CS 7.57.
SS (Dr.)	7.57. MBS M 5.59.
	TSCL 7.57.
	SPS 7.58.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes 3/16 Oil Glands - Sea Connections -  
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side  
Centre  
4 Crankpins & Bearings { Side  
Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

SCAVENGE BLOWERS  
16  
SUPERCHARGERS  
17

MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS  
24 INTERMEDIATE SHAFTS & BEARINGS  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANŒUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is eligible in my opinion to remain as classed without fresh record of survey.  
Subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee TUESDAY 12 APR 1960  
Decision As now