

Rpt. 8

Port CARDIFF

No. 61168.

Date of writing Report 28th June, 1960 When handed in at Local Office 29.6.60 Received London
Survey held at CARDIFF No. of Visits 1 First Date and 29.6.60 Last Date 29th June 1960

WRECK
SECTION
No. 771

WRECK
SECTION
No.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 33046 on the ~~Steel~~ S.S. "THELIDOMUS" Tons gross 10673
Built at Portland, Or. By Whom Kaiser Co. Inc. When 1944
Owners N.V. Petroleum Maats. "La Corona" Owners' address -
Managers Shell Tankers N.V. Port of Registry The Hague
Surveyed Afloat or in Drydock Dry Dock Name of Dock Bute Dry Dock Date of last examn. in Drydock 9.6.60.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 2311 Port Jck
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
100 A1	LMC
oil tanker	CS 2-57
DS 5-59	M 6-59
S.S. (Dr) 2-57	CL 5-59N
	SPS 2-57
Classed 4-49	

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined — Freeboard as marked on ship and now verified — ft — ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING.

Found - bottom shell plate B 6 (s.s.f.) holed, where wasted locally.

After keel plate and rudder side plate port side seam welding wasted.

Repairs - a small doubling plate was welded in way of bottom plate B 6 (s.s.f.) but the inside surface of the plate (in way of No. 2 centre cargo tank) was not examined.

The Owners' Representative stated that it was not their intention to carry out any further repairs as the vessel was going to be laid up. It was stated that the vessel would be dry docked and repairs effected before placing her back into service.

(Vessel is to lay up in Lough Swilly)

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This vessel, so far as now seen, is eligible in my opinion to remain as classed and to have record of DS 6-60 subject to bottom shell plate B 6 (s.s.f.), welding in way of after keel plate and rudder side plate (wasted) being dealt with before the vessel is put back into service and to main deck (ps) in way of steering engine room (buckled) being specially examined and dealt with as necessary at next Special Survey as previously recommended.

James D. Y. Kay
Surveyor to Lloyd's Register of Shipping

Date of Committee WEDNESDAY - 3 AUG 1960

Minute SS 6.60, subject

40m, 3.58 T. Write Own (H) (see M155)

Noted
for
Header



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Foundation

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