

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 24. 6. 1948: When handed in at Local Office: 19...
 Port of LIVERPOOL.
 No. in Reg. Book: 57545
 Survey held at Birkenhead. Date, First Survey: 26/4/48 Last Survey: 14/6/1948
 on the ~~Woods Iron or Steel~~ "THELIDOMUS". (No. of Visits: 33)

TONNAGE: Built at Portland, Or. By whom Kaiser Co. Inc. When 1944
 GROSS 10643 Owners Anglo-Saxon Pet. Co. Ld., Owners' Address
 UNDER DK. 9489 Managers - Port belonging to London.
 NET 6303

Surveyed Afloat or in Dry Dock? At Name of Dock Blowers Dock Destined Voyage

Cell D Bor DBa feet; uE & B feet; f feet
 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 CHARACTER: * for Special Survey. Date of last Survey and of Particular Survey.
 Machinery and Boiler Survey (Including date of N.E., if any).
 100A1 (Classification Contemplated). BS 9,47.
 Examined 9,47. TS CL 9,47.
 9,47.
 Fitted for Oil Fuel.
 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 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY (SEE ALSO LIV. RPT. 126100.)

NOW DONE: Vessel in drydock, shell plating & rudder cleaned, examined & recoated. Rudder lifted. Decks, casings, hatches & closing appliances, anchors & cables (ranged), chain lockers, fore peak tank internally, aft peak tank internally, oil fuel bunkers internally, fore deck tank internally, all double bottom tanks & cofferdams internally, all main cargo tanks internally, windlass, steering gear & general equipment examined. Fore aft peak deck tanks forward, oil fuel bunkers, all double bottom & main cargo tanks tested.
 A renewal longitudinal survey held & reports (C/O & C/R) forwarded to London office.

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 ...								

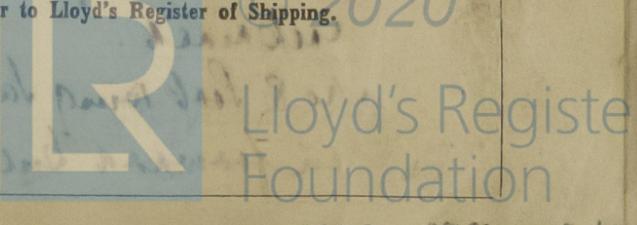
PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	
aulking of Decks	"	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)		
Coamings	"	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year	
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.		
" " in way of sidelights	Not Exd	Windlass	"	Hatches	"	Condition, how ascertained	from deck	
Frames	Good	Have pumps been examined and found efficient?	No.	Planking		(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	No.	Caulking		Equipment letter		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Good	Treenails		Anchors, No. of	3-1	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes	
Decks	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 265% falk mean diamr. 2 1/4 (H.T.)		
Beams	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 320 size 2 5/16		
Stringers	"			" " at other places		Chain Locker	Good	
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient	
Have the Tanks been examined internally?	Yes			Satting		Standing and Running Rigging	Good	
Have the Tanks been tested?	Yes			State if examined.		Sails	Good	

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, as far as now seen, is in good condition and is eligible in my opinion, to be classed 100A1 in the register book and to have a fresh record of survey and notation of S.S. Oko - 6,48, without special condition.

Survey Fee (per Section 29) £ 147 : 0 : 0 Fees applied for, 20 JUL 1948
 Special Damage or Repair Fee (if any) £ 48 : 15 : 0 Received by me, [Signature]
 Surveying Expenses (if chargeable) £ : : :
 Bond Surveyor's Fee (if any) £ : : :
 Committee's Minute LIVERPOOL 27 JUL 1948

Character Assigned 6.48 BKN, without special condition.
 Classed 6.48 S.S. BKN. 6.48. Subject BS 6.48
 Note this Rpt. off 19.3.49 - Fitted for oil fuel (P. above 150/-)



REPAIRS.

no 3. centre main tanks - Two cracks in way of tripping brackets on forward bulkhead repaired.

no 3 stb. wing tanks - Crack in aft end of longt. bulkhead repaired.

no 4. Port wing tanks - cracks in fore & aft ends on longt. bulkhead repaired.

no 4. centre tanks - Three cracks in way of tripping brackets on forward bulkhead.

no 4 stb. wing tanks - Crack in fore & aft ends on longt. bulkhead repaired.

no 5 port wing tanks - Crack in fore & aft ends on longt. bulkhead repaired.

no 5 centre tanks - Two cracks in forward bulkhead in way of tripping brackets repaired.

no 5. stb. wing tanks - cracks in fore & aft ends on longt. bulkhead repaired.

no 6. Port wing tanks - cracks in fore & aft ends on longt. bulkhead repaired.

no 6. centre tanks - cracks in way of tripping brackets on forward bulkhead repaired.

no 6. stb. wing tanks - cracks in way of tripping brackets in forward bulkhead and on longt. bulkhead repaired.

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

RETEST. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, 22c. STOKES.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. qrs. lbs.	qrs. lbs.	Owts. qrs. lbs.	qrs. lbs.	Owts. qrs. lbs.	qrs. lbs.	Owts. qrs. lbs.	qrs. lbs.			
4138.	1st Bower	103	1 0	✓	✓	68	15	✓	✓	Bull. C.S. Head.	not known	14/6/48
4136.	2nd "	103	3 0	✓	✓	68	15	✓	✓	" "	" "	" "
4135.	3rd "	103	1 0	✓	✓	68	15	✓	✓	" "	" "	" "
	Collective Weight	310	1 0									
15630.	Stream	39	2 14			35	10	✓	✓			14/6/48
	Kedge											

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

RETEST. 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.	Stagnatory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
17442.	87 1/2	2 1/4	127/10	178/10	Owts. qrs. lbs.	228-3-26	330.	2 1/2	C.S. Shank	not known	14/6/48
17443.	88	"	"	"	Owts. qrs. lbs.	227-3-22	"	"	"	"	18/5/48
17415.	88 1/2	"	"	"	Owts. qrs. lbs.	229-1-1	"	"	"	"	7/6/48
17434.	15 1/2	"	"	"	Owts. qrs. lbs.	6-1-4	"	"	"	"	"
	Total.	265 1/2				692-1-75					

no 4. Port wing tanks - crack in aft end of longt. bulkhead repaired.

no 4. centre tanks - cracks in way of tripping brackets on forward bulkhead repaired.

no 4. stb. wing tanks - crack in fore end of longt. bulkhead repaired.

no 8 Port wing tanks - crack in way of tripping bracket on forward bulkhead repaired.

(SEE CON T.V.)

"THELIDOMUS"

(REPAIRS CONTD)

no 8 centre tanks - cracks in way of tripping brackets on forward bulkhead repaired.

no 9 port wing tanks - crack in fore end of longt. bulkhead repaired.

no 9 centre tanks - cracks in way of tripping brackets on forward bulkhead repaired.

Slots in rudder plating cut out & rewelded where cracked. Other minor repairs effected.

MODIFICATIONS.

The shell & deck plating has now been cut and longitudinally strapped.

Sanations now made in way of bilge strake bolts in bilge keels. (The ends of bilge keels previously sniped.)

No distortion was observed in the plating of the webs in the transverse bulkheads.

bracks in connections of longt. bulkheads to T bars of H sections in way of web tripping brackets dealt with as for mentioned.

Ends of bottom longitudinals in way of Nos 4/5 & 6/7 transverse bulkheads scabbled.

Longt. bulkheads cracked at bottom in way of 4/5 & 6/7 transverse bulkheads.

Rudder manbrice shell tested & found satisfactory; Deck of rudder plating reinforced with fabricated angles S. 5.

All the forementioned repairs and modifications have being effected in accordance with London letters, approved plans & specifications and are considered satisfactory.

EQUIPMENT.

The anchors & cables now tested & verified with certificates as per report 8.

It was stated 60 fathoms of cable had been ordered & would be placed on board at the first opportunity.

S.R.L. no 3 main tanks now dealt with as for mentioned & found satisfactory. This item may now be deleted from S.R.L.

License renewed & work checked on board.

Vessel undocked. 11/6/48.

