

22 JUN 1949

Rpt. 8.

(Received at London Office)

No. 128939

REPORT OF SURVEY FOR REPAIRS, &c.

Date of Writing Report 7th June, 1949 When handed in at Local Office 1949 Port of LIVERPOOL
No. in Reg. Book 95713 Survey held at Birkenhead Date, First Survey 14/4/49 Last Survey 3/6/1949
on the W.M. Steel "THAMASTUS". (No. of Visits 15)

TONNAGE:— Built at Portlad, Or. By whom Kaiser Co. Inc. When 1945 MONTH
GROSS 10670 Owners Anglo Saxon Pet. Co. Ltd. Owners' Address
UNDER DK 9489 Managers
NET 6315 Port belonging to London.

Surveyed Afloat or in Dry Dock? Both Name of Dock Kammell Lairds Destined Voyage

Cell/D/Bor/D/BA feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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 Surveys
Machinery and Boiler Surveys (Including date of N.B., if any).
100A1 5,48. BS 5,48.
Classed 5,48. TS CL 5,48.
SS.GAL. -5,48.
Fitted for oil fuel
Carrying petroleum in bulk.
WTB

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.
Offered & declined by B. [unclear] Was a damage report made by anyone else? if so, by whom? Not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE ETC.

Vessel placed in dry dock, shell plating & rudder cleaned & examined & coated.

DAMAGE 1 Stated cause - striking canal bank in Suez canal on 16th January, 1949.

REPAIRS. PERMANENT cracked & torn plating, buckled plating, floors & centre keelson in bulbous forefoot cut away and renewed. (welded construction)

DAMAGE 2 Stated cause - grounding at Petroleum Haven, Hamburg on 19th August, 1948.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	4	-	-	2	-	-	-	Bkts in bulbous fore foot
Removed and Fair'd or Repaired	-	-	-	-	-	-	-	& bottom welding
Fair'd or Repaired in place ...	-	-	-	-	-	-	-	see rpt.

EFFICIENT CONDITION OF THE		EFFICIENT		EFFICIENT		EFFICIENT	
Condition of Decks	efficient	Bulkheads	where used efficient	Engine Room Skylights	efficient	Copper, or Y.M.	(State if on Felt)
Platings	efficient	Ceiling	none	Coal Bunkers, Openings, Covers, &c.	none	When fitted, Month	Year
Rivets & Fastenings	where used efficient	Cement or Asphalt	not used	Oil Bunkers	not used	Boats	not used
Shell Plating	efficient	Rudder	efficient	Scuppers	efficient	Masts, Yards, &c.	efficient
Plating in way of sidelights	not used	Steering gear and its connections	efficient	Cargo Hatchways	efficient	Condition, how ascertained	from sk.
Plating where used	efficient	Windlass	efficient	Hatches	efficient	(State if wedges removed)	3 1/2
Frames	not used	Have pumps been examined and found efficient?	no	Planking	efficient	Equipment letter	
Longitudinals	where used efficient	Have Sluice Valves been examined and found efficient?	no	Caulking	efficient	Anechors, No. of	3 + 1
Transverse	efficient	Have Watertight Doors been examined and found efficient?	no	Treenails	efficient	Cables (State if now ranged)	yes
Bottom Plating	not used	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	efficient	length	330 fms mean diam. 2 5/8"
Oil Tanks	examined internally	Alr and Sounding Pipes	efficient	Transoms, Pointers & Crutches	efficient	Rule length	330 fms size 2 5/8"
Water Tanks	tested	Doubling Plates under Sounding Pipes	not used	Timbers of Frame at openings	efficient	Chain Locker	not used

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 se No. 1-38."
The vessel so far as now seen is in efficient condition & eligible in my opinion to remain as classed with fresh record of survey with date (vessel left drydock 17th May, 1949) without condition re drydocking (welding), repairs to bottom plating in fore peak & supply of 30 fms cable.

REPAIRS. £ 12: 12: 0
Damage or Repair Fee (if any) (Sec. 29) £ 18: 18: 0
Expenses (if chargeable) £ 1: 14: 0
Surveyor's Fee (if any) £

Assigned 5.49 B.M. without special conditions L.M.C. 6.49. (With endorsement)
Fitted for oil fuel FP above 150°F
LLOYD'S REGISTER OF SHIPPING
TUES. 12 JUL 1949
Surveyor to Lloyd's Register of Shipping.
Hannah B. Murray
Received by me, 19 JUN 1949

8110-55055-018 1/2
003046-003055-018 1/2

"THAUMASTUS"

REPAIRS. WEAR & TEAR (CONTINUED)

One length of cable with somewhat pitted links was replaced by new length (see particulars on p 2)
 Forecastle head rails & stanchions fairid and/or renewed.
 Forecastle deck hatchway & fastenings made good also cargo tank hatchway butterfly.
 Forecastle bulkhead plating part renewed in way of redundant doorway to lower peak space.
 Two rudder side plates renewed, webs reinforced & welding overhauled. Some minor repairs effected.

SPECIAL REASONS LIST

30 fms. cable now supplied (delete from S. S. list)
 By docking (grounding) - from examination now made no damage appears to have been sustained apart from that stated under DAMAGE 2 heading (delete from S. S. list)
 Repairs in fore peak - Permanent repairs now effected (DAMAGE 1) Delete from S. S. list.

LICENCE Stems verified.

Apart for some slight indentation & scoring in keel plating, no damage was noted. Several scores were built up with welding, no further repairs considered necessary. The indents are not considered worth recording against the class of the vessel.

DAMAGE 3 stated cause - contact with barge towed by tug "Joe-est" on 26th May, 1948 at Houston, Texas.

Some minor indents were noted in side shell plating (s.s) in Nos 5 & 9 cargo tanks. These blemishes were not of a serious nature & need not be recorded against the vessel's class.

DAMAGE 4 stated cause - contact with quay wall at Bammell Laird, Birkenhead on 16th May, 1949.

Sd. No 4 plate from aft in 2nd & 3rd strakes below sheer (s.s) indented (in way of O. P. bunker). It is considered that repairs may be deferred & dealt with at Owners convenience (Endorsement B)

REPAIRS. WEAR & TEAR

Some leaks in bulkheads had been reported prior to vessel's arrival in port and these were traced by filling tanks at this time. Welding, where defective cut out and removed in bulkheads at No 4 (s) wing tank fore bhd. No 5 centre tank (p.v.s) fore bhd., No 6 centre tank (p.v.s), fore & after

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 EXCEL.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Stream											
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
LPH LW 24181	15	2 5/16	134.8	188.7	43 - 14	40 0 0	15	2 5/16	STUD LINK	North British	Low Walker.	21st & 2nd Jan/49	
24183	"	"	"	"	42 - 7	"	"	"	SPECIAL STEEL	Electric Welding Co.	L. J. Vogan.		
24184	"	"	"	"	42 1	"	"	"	"	"	"		

bulkheads, No 7 centre tank (p.v.s) fore bhd and (a) after bhd. A few cracks were noted at tripping brackets to webs, these were dealt with by fitting tee bars in accordance with approved methods, doubling plates welded on reverse sides where considered necessary. The port web in No 7 centre tank was cropped and part renewed (on account of crack and fractured welding) some corrosion was observed in bottom shell welding which was cleaned out and rewelded.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

