

22 JUN 1949

No. 128939

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of Writing Report 17th June 1949 When handed in at Local Office 19 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 Wm. James Steel "THAUMASTUS". (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 - Port belonging to London.  
 NET 6315

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

Cell D B or D B a feet; u E & 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

(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.

Offered & declined by B. James 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.

MARY 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 Faird or Repaired	-	-	-	-	-	-	-	& bottom welding
Faird or Repaired in place	-	-	-	-	-	-	-	see rpt.

EFFICIENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	<u>where used efficient</u>	<u>efficient</u>	(State if on Felt)
ings	<u>none</u>	<u>none</u>	When fitted, Month Year
s & Fastenings <u>where used</u>	<u>not used</u>	<u>not used</u>	Boats <u>not used</u>
e Plating	<u>efficient</u>	<u>efficient</u>	Masts, Yards, &c. <u>efficient</u>
" in way of sidelights <u>not used</u>	<u>"</u>	<u>"</u>	Condition, how ascertained <u>from sk.</u>
s <u>where used efficient</u>	<u>"</u>	<u>"</u>	(State if wedges removed)
e Frames <u>not used</u>	Have pumps been examined and found efficient? <u>no</u>	Planking	Equipment letter <u>376</u>
adinals <u>where used efficient</u>	Have Sluice Valves been examined and found efficient? <u>no</u>	Caulking	Anechors, No. of <u>3 &amp; 1</u>
erses	Have Watertight Doors been examined and found efficient? <u>no</u>	Treenails	Cables (State if now ranged) <u>yes</u>
s	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson	" length <u>330 fms</u> mean diam. <u>2 5/8"</u>
ottom Plating <u>not used</u>	Alr and Sounding Pipes <u>efficient</u>	Transoms, Pointers & Crutches	" Rule length <u>330 fms</u> size <u>2 5/8"</u>
e Tanks been examined internally <u>part</u>	Doubling Plates under Sounding Pipes <u>not used</u>	Timbers of Frame at openings	Chain Locker <u>not used</u>
e Tanks been tested? <u>part</u>		" at other places	Hawsers & Warps <u>sufficient</u>
		Stringers, Clamps & Shelves	Standing and Running Rigging <u>efficient</u>
		Salting	Sails <u>none</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The vessel so far as now seen is in  
good condition & eligible in my opinion to remain as classed with fresh record  
survey with date (vessel left dry dock 17th May, 1949) without condition re drydocking  
(undergoing), repairs to bottom plating in fore peak & supply of 30 fms cable.  
Endowment B Endowment plating in O.T. bunker, to be dealt with at Owners convenience.

REPAIRS. £ 12: 12: 0  
 Fee applied for, 15 JUN 1949  
 Damage or Repair Fee (if any) £ 18: 18: 0  
 Received by me, 19  
 Expenses (if chargeable) £ 1: 14: 0  
 Surveyor's Fee (if any) £

NOF CASE. / LIVERPOOL 21 JUN 1949

Assigned 5.49 B.M. Without Special Conditions  
L.M.C. 6.49. (With endorsement)

Surveyor to Lloyd's Register of Shipping.

TUES. 12 JUL 1949

Fitted for oil fuel FP above 150°F  
amend RB.

Is Certificate required? If so, we sent to

003046-003055-018 1/2



## "THAUMASTUS"

## REPAIRS. WEAR &amp; TEAR (CONTINUED)

One length of cable with somewhat pitted links was replaced by new length (see particulars on p 2).  
Forecastle head rails & stanchions fairied and/or renewed.  
Forecastle deck hatchway & fastenings made good also cargo tank hatchway butterflys.  
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. & C. 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. & C. list)  
Repairs in fore peak - Permanent repairs now effected (DAMAGE 1) Delete from S. & C. 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-ist" 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 Laid, Birkenhead on 16th May, 1949.  
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 &amp; 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 tank (p.v.s) fore bhd.

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

ANCHORS.																	
When Anchors or Cables <u>are supplied</u> , the particulars are to be filled up.																	
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	Remarks.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.				
	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.

\* When a bower anchor is supplied it must be clearly stated whether it is a *Keel* *Keel*

# 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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
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.
24183	"	"	"	"	42-7		"	"	SPECIAL	Electric Welding Co.	21st & 2nd Jan/49
24184	"	"	"	"	42 1		"	"	STEEL		L. J. Vogan.
<div> <div>Iron Stream Chain</div> <div>or Steel Wire</div> </div>											

to 6 (42) and had and (a) after

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.