

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report... 31st Jan. 1949 When handed in at Local Office... 19... Port of... PORT SAID
 o. in Survey held at... PORT SAID Date, First Survey 16.1.49 Last Survey 23.1.49 19
 Book. on the ~~Wood~~ ~~Iron~~ Steel Sc. Steamer "THAUMASTUS"
 713
 TONNAGE: — Built at Portland Or. By whom Kaiser Co. Inc. When 1945
 GROSS 10670 Owners Anglo-Saxon Petroleum Co Ltd Owners' Address
 DER DK. 9489 Managers — Port belonging to London
 T 6315

eyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage
) Bor DBa feet; uE & B feet; f feet
 capacity tons. FPT tons; APT tons; MT feet tons.
 Only alterations in the existing records of tanks should be inserted.
 V.B.—All alterations in the existing records should be underlined.

t Report, No. Port

cal Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the cement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

age 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 Yes. To Master

Not required.

Was a damage report made by anyone else? if so, by whom? No

RS, OR EXAMINATION AS PER RULE, FOR DAMAGE

The vessel was attended at the request of the Master and Owners Agents Messrs. Worms & Co.
 The Master stated that during a passage of the Suez Canal on the 16th January at approx. a.m his vessel grounded heavily by the stem when in the vicinity of Toussoum. Subsequent the grounding very severe leakage into the Fore Peak Tank was noted it being impossible to with the leakage by the Ship's pumps. For full details of the occurrence please see Ship's Books.

It was recommended that a Diver be employed to examine the shell plating of the Fore Peak externally and he reported locating a fracture and tear in the bottom plating approximately feet long. Leakage into the tank stemmed by fitting wood wedges into aperture and tank and out and examined internally.

(P.T.O.)

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ved ...								
ved and Faird or Repaired								
or Repaired in place ...								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Becks	Celling	Coal Bunkers, Openings, Cores, &c.	(State if on Felt.)
tenings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
g	Rudder	Scuppers	Boats
In way of sidelights	Steering gear and its connections	Co. Hatchways	Masts, Yards, &c.
	Windlass	Hatches	Condition, how ascertained
	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diam.
been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board.)
been tested?		" " at other places	" Rule length size
		Stringers, Clamps & Shelves	Chain Locker
		Salting	Hawsers & Warps
		State if examined.	Standing and Running Rigging
			Sails

Observations, Opinion as to Class, Recommendation, &c. :—

ate 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 y, 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 38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

is vessel, so far as now seen, is in good condition and eligible in my opinion to remain present classed in the Register Book without fresh record of survey, subject to damaged plating in way of Fore Peak Tank being specially examined and dealt with as found ary when present cargo is discharged at a United Kingdom port where the vessel is stated proceeding. Under water structure to be specially examined for possible damage due to ng and damaged bottom plating in way of Fore P.T. and structure in way to be permanently repaired upon the next occasion of drydocking. Supply 30 fms cable as previously recommended.

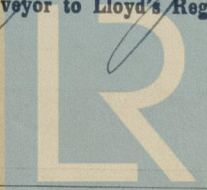
ction 29) £ : - : Fees applied for, 23.1. 1949
 Repair Fee (if any) £E 30.000
 (If chargeable) £ : - : Received by me, 19
 Attendance fees " 26.000
 Fee (if any) £ : - :

Minute. 18 FEB 1949

igned. See Brw. 3217

Surveyor to Lloyd's Register of Shipping.

J. de Noly



Lloyd's Register Foundation

003046-003055-0130

