

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 2nd July, 1948 When handed in at Local Office 2nd July, 1948 Port of Galveston, Texas
Survey held at Galveston, Texas Date, First Survey 4th May Last Survey 21st May, 1948
(No. of Visits 11)
on the ~~Wooden~~ Iron Steel S/S "THAUMASTUS"
Tonnage:— Built at Portland, Or. By whom Kaiser Co., Inc. When 1945
S 10670 Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address
R DK 9489 (if not already recorded in Appendix to Register Book).
6315 Managers Port belonging to London

Red Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corporation 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.
3. All alterations in the existing records should be underlined.

Report, No. Port
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

100A1 (Classification Contemplated)
Docking Date 10, 47
Examined 10, 47
Carrying Petroleum in bulk
Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 2 3/4 ins.

Was a damage report made by anyone else? if so, by whom?
OR EXAMINATION AS PER RULE, FOR Special Survey and Repairs.

placed in drydock, shell, bottom and rudder cleaned, examined and found or now placed in condition and coated.
ed all cargo tanks, forward and after peak tanks, deep tanks, oil fuel bunker tanks, all bottom tanks, cofferdams internally, fore and after peak spaces, dry cargo spaces, machinery spaces under engines and boilers, pump rooms, chain locker, anchors and cables, all structural work, hatchways and covers, masts and rigging examined from aloft, air and sounding pipes, electric steering gear and connections, windlass, equipment, boats, all cargo tanks, deep bunker tanks, D. B. tanks, fore and after peak tanks tested to rule requirements and proven (P.T.O.)

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
and Fair'd or Repaired	—	—	—	—	—	—	—	—
Repaired in place	—	—	—	—	—	—	—	—
CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Bulkheads	Good	Good	Good	Good	Good	Good	Good	Good
Ceiling	—	—	—	—	—	—	—	—
Cement or Asphalt	—	—	—	—	—	—	—	—
Rudder	Good	Good	Good	Good	Good	Good	Good	Good
Steering gear and its connections	—	—	—	—	—	—	—	—
Windlass	—	—	—	—	—	—	—	—
Have pumps been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Sluice Valves been examined and found efficient?	—	—	—	—	—	—	—	—
Have Watertight Doors been examined and found efficient?	—	—	—	—	—	—	—	—
Have Ventilators and their Coamings been examined and found efficient?	—	—	—	—	—	—	—	—
Air and Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Doubling Plates under Sounding Pipes	—	—	—	—	—	—	—	—
Engine Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal Bunkers, Openings, Covers, &c.	—	—	—	—	—	—	—	—
Oil Bunkers	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	—	—	—	—	—	—	—	—
Cargo Hatchways	—	—	—	—	—	—	—	—
Hatches	Steel Covers	Good	Good	Good	Good	Good	Good	Good
Planking	—	—	—	—	—	—	—	—
Caulking	—	—	—	—	—	—	—	—
Treenails	—	—	—	—	—	—	—	—
Breasthooks & Stemson	—	—	—	—	—	—	—	—
Transoms, Pointers & Crutches	—	—	—	—	—	—	—	—
Timbers of Frame at openings	—	—	—	—	—	—	—	—
" " at other places	—	—	—	—	—	—	—	—
Stringers, Clamps & Shelves	—	—	—	—	—	—	—	—
Saling	—	—	—	—	—	—	—	—
Copper, or Y.M. (State if on Felt.)	—	—	—	—	—	—	—	—
When fitted, Month	—	—	—	—	—	—	—	—
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	—	—	—	—	—	—	—	—
Condition, how ascertained from aloft (State if wedges removed.)	—	—	—	—	—	—	—	—
Equipment letter	—	—	—	—	—	—	—	—
Anchors, No. of	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.	3 B. 1 S.
Cables (State if now ranged)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
" length 300 fms mean diam. 2 5/16 (on board)	—	—	—	—	—	—	—	—
" Rule length 350 fms size 2 5/16	—	—	—	—	—	—	—	—
Chain Locker	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers & Warps	—	—	—	—	—	—	—	—
Standing and Running Rigging	—	—	—	—	—	—	—	—
Sails	—	—	—	—	—	—	—	—

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 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 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
It is recommended that this vessel be continued as now classed in the Society's Register
100A1 with notation now of Docking Date 5, 48 and S.S. Gal. 5, 48, subject to 30 fathoms
to supply first opportunity.

Repair Fee (if any) \$ 1900.00
Late Fees 25.00
(if chargeable) 4.00
Calls & Telegrams 8.00
Fees applied for, 26/5/1948
Received by me, James L. L. L.
Surveyor to Lloyd's Register of Shipping

NEW YORK AUG 18 1948
Assigned to carrying Petroleum in Bulk
Docking Date 5, 48 GAL. subject
SS Gal-5, 48 B.S. 5, 48 T.S. 5, 48 Classed 5, 48
NYK L. 10. 11. 48

Is Certificate required? If so, to be sent to

003046-003055-0132-1/2

N.B.—If this Report is copied by Copying Press, especial 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.

Freeboard verified from certificate No. 26386 which is returned herewith, provisional certificate issued for six months pending the issue of an International Load Line Certificate.

Repairs Wear and Tear

Rudder inspection plates removed for inspection of upper and lower pintles, nuts tested and closed in good order, contra guide rudder tested and found satisfactory. Approximately 25 feet of scattered wasted and fractured welding veed out and rewelded.

Anchor Windlass and Steering Gear

Opened up and minor repairs and adjustments made, closed up, tested out and found satisfactory.

Repairs to Bulkheads

Longitudinal Bulkhead

Between No. 3 centre tank and No. 3 port wing tank, one 2" welding fracture under 2nd corrugation at junction with vertical stiffener veed out and rewelded.

Between No. 4 centre tank and No. 4 starboard wing tank, one 2" welding fracture veed out and rewelded.

Between No. 5 centre tank and No. 5 port wing tank, two 2" welding fractures veed out and rewelded.

Between No. 5 centre tank and No. 5 starboard wing tank, three small welding fractures veed out and rewelded.

Between No. 6 centre tank and No. 6 port wing tank, three small welding fractures veed out and rewelded.

Between No. 7 centre tank and No. 7 port wing tank, three small welding fractures veed out and rewelded.

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

Proof Strain - ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT ON STOCK.		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.	qrs.	lbs.	Cwts.	qrs. lbs.			
SF5799	1st Bower	104	3 8	155	1 00	69	4	3	6			Baldt Stockless	Columbia Steel Co.	Pittsburgh
SF5798	2nd "	104	3 8	155	1 00	69	4	3	6			Ditto	Ditto	Pittsburgh
SF5422	3rd "	104	2 16	155	1 00	69	4	3	6			Ditto	Ditto	Pittsburgh
	Collective Weight											Ditto	Ditto	Pittsburgh
SF5803	Stream	38	2 18	79	2 20	35	7	1	8					
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
PH20079	300	2 5/16	13541	199,578	34-2-6				C.S. S.I.	A. Steel Casting Co., Sharon, Pa.	Pittsburgh
Iron Stream Chain or Steel Wire	120	5 1/8					120	5 1/8	Flex. S.W.R.		

Between No. 8 centre tank and No. 8 port wing tank, one small welding fracture veed out and rewelded.

Transverse Bulkhead

After transverse bulkhead in No. 4 centre cargo tank (Frame 62)

1 - 6"x6"x1/2" T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at port stiffener top bracket.

1 - 6"x6"x1/2" T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at starboard stiffener 3rd bracket down from deck.



(See Contn.)

Lloyd's Register Foundation

S/S "THAUMASTUS"

After Transverse Bulkhead in No. 7 centre cargo tank (Frame 53)

1 - 6" x 6" x $\frac{1}{2}$ " T bar bracket approximately 3'-0" long sniped at end for 1'-0", fitted and welded at centre stiffener 6th bracket down from deck.

Ladder hand railing repaired in Nos. 2, 6 and 8 centre tanks.

Heating coils, cargo lines and steam smothering lines tested and renewed as found necessary.

Eight riveted crack arresting straps on hull bottom, sides and deck as per Todd's Drawing T2-1101-19 and approved April 20th, 1948, were fitted at this docking.

Bottom shell straps at 3'-4" outboard of Longitudinal bulkhead (P&S), of 40-8 lb. plate at 12 $\frac{1}{2}$ " wide of riveted construction, 1" dia. rivets, four rows.

Side shell straps on F strake (P&S), 9" above longitudinal No. 12 of 40-8 lb. plate x 16 $\frac{1}{2}$ " wide of riveted construction, 1" dia. rivets, six rows.

Side shell straps on J strake (P&S), 9" above longitudinal No. 3 of 40-8 lb. plate (mid-ship bridge section 50 lb. plate) x 16 $\frac{1}{2}$ " wide, 1" dia. rivets, six rows.

Deck straps at 18" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate x 12 $\frac{1}{2}$ " wide of riveted construction, 1" dia. rivets, four rows.

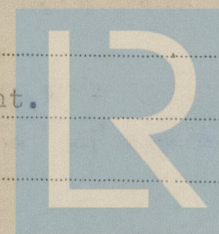
All riveting with maximum spacing of 3 $\frac{3}{4}$ ". Strap butts welded as detailed on above drawing. Deck and hull plating cut by burning at the center of each strap. Stopper holes drilled at forward and after ends of cut, prior to burning.

Rat holes of 2" half circles cut in each transverse web.

Kingpost (P&S), deck doublers cropped and rewelded. Kingpost cut back on outboard side and flat section welded in. Outboard deck brackets (2) for Kingpost renewed, extending 8" outboard of original brackets.

On completion of work, all tanks tested and straps proven tight.

Part. B issued, copy herewith.



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