

Date of writing Report 17-9-48 when handed in at Local Office 18-9-48. Port of SWANSEA.  
 D.O. Survey held at SWANSEA. Date, First Survey 2-7-48. Last Survey 31-8-48.  
 Reg. Book. 77251 on the Wood, Iron or Steel s.s. "THALAMUS".  
 TONNAGE: Built at Portland Or: By whom Kaiser Co. Inc. When 1945  
 GROSS 10673 Owners Anglo Saxon Petroleum Co. Ltd., Owners' Address  
 UNDER DK. 9489 Managers Port belonging to LONDON.  
 NET 6318

Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmers Dry Dock. Destined Voyage  
 Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.  
 Last Report, No. Port  
 CHARACTER: 100A1. Classn. Contemplated, 11.47.  
 Examined 11.47.  
 Carrying Petroleum in bulk.  
 Fitted for Oil.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking on account of Grounding as per S.R.L; Completion of Classification; Special Survey "B" in accordance with Circular 1871. Alterations including Strapping. Notation of A. & C.P. Also Load Line Renewal Survey held. Now Done:- Docking & Completion of Special Survey.  
 Vessel placed in Dry Dock Bottom and rudder cleaned, examined and coated. No damage found attributable to Grounding. Rudder specially examined in accordance with instructions as per Circular 1870 with satisfactory results.  
 The Cargo Hold, Tween Decks, Superstructures, Peaks, Cofferdams, Pump Rooms and Machinery Spaces examined, and Steelwork scaled and recoated where necessary. Plating in way of Openings examined. All Cargo Tanks, Fore and After Peak Tanks, Cofferdams and Forward Deep Tank cleaned and examined internally, (D.B. Tanks examined 11.47.)

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		Bulkheads		Engine Room Skylights		Copper or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Fwd Deep Tanks. Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	By examn. None.
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	
Frames	Good	Have pumps been examined and found efficient?	Yes.	Planking	-	Equipment letter	G+
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	Yes.	Caulking	-	Anchors, No. of	3B 1S.
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	-	Cables (State if now ranged)	Yes.
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	-	" length	287 fms. mean diam. 2 1/4"
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" (on board)	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings	-	" Rule length	330 size 2.5/16ths.
Stringers	Good			" " at other places	-	Chain Locker	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-	Hawsers & Warps	Good
Have the Tanks been examined internally	Rpt.			Salting	-	Standing and Running Rigging	Good
Have the Tanks been tested?	See Rpt.			(State if examined.)		Sails	-

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 is eligible in our opinion to be classed 100A1 8.48 "Carrying Petroleum in Bulk" and to have notations of Lloyd's A. & C.P. and S.S. Sws. 8.48 with fresh record of Docking Survey 8.48. Subject to buckled webs of transverse bulkheads in centre tanks being dealt with at a convenient opportunity and 45 fathoms of cable supplied at the

Survey Fee (per Section 29) £ 183 : - : - Fees applied for, 18-9-48 first opportunity.  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 100 : - : - Received by me, £ 10 : - : -  
 Travelling Expenses (if chargeable) Sws. £ 3 : 10 : -  
 Local Cardiff. £ 3 : 10 : -  
 Second Surveyor's Fee (if any) £ - : - : -

Committee's Minute FRI. 5 NOV 1948  
 Character Assigned Assign 100A1 Carrying Petroleum in Bulk  
 Revised 8.48 Sws Subject LMC MS 1147 Classed 8.48  
 (Delete Classed 8.48) S.S. Sws - 8.48 BWS 48 LATCP  
 For CH. 5748CL Fitted for oil fuel F.P. above 150°F

95810

Is Certificate required? If so, to be sent to 008083-003091-0205



s.s. "THALAMUS".

Scaled and coated where necessary and all Tanks and Cofferdams except Fore and After Peaks (dealt with 11.47.) tested to Rule Requirements and found or made tight. Cables (Ranged), Chain Locker, Anchors, Decks, Casings, Boats, Masts, Rigging and General Equipment examined.

Hatchways, Ventilators, all Closing Appliances, Pumps, Sluice Valves, Watertight Doors, Air and Sounding Pipes, Windlass, Steering Gear (Main and Auxiliary), Connections examined and found or made satisfactory. Freeboard Verified.

Notation A. & C. P.:- The Anchor and Cable Equipment on board Vessel have been tested in accordance with the Rules. (Particulars on back of Report 8.)

Alterations.

1. Strapping. The Deck, sides and bottom Shell Plating Port and Starboard has been cut and rivetted straps fitted in accordance with the Society's Approved Specification for this work on T2 Tankers with the following exceptions:-

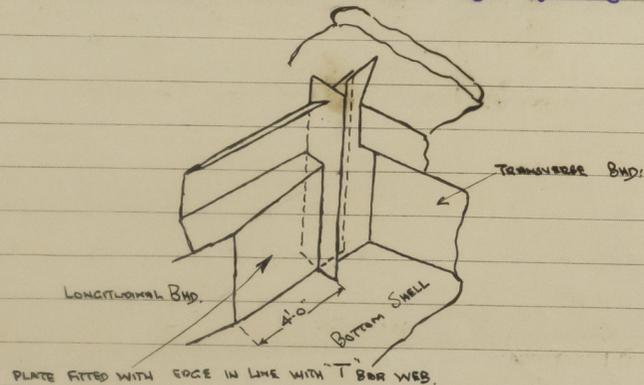
The side straps at Bilge and Sheer are 16 1/2" wide x 1" thick treble rivetted.

The centres of the Deck Straps are positioned between the 2nd and 3rd Longitudinals from Gunwhale, this position being chosen at Owner's request to reduce the amount of access work and removal of Deck Fittings.

On completion of the above work the wing Cargo Tanks in way tested by head of water to Rule Requirements and found or made tight.

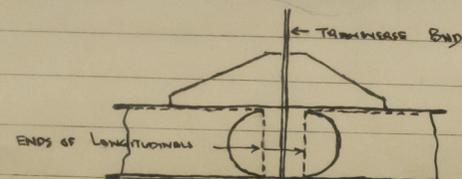
The following work was carried out to Owner's instructions:-

(1) At the junction of the Longitudinal Bulkheads to the "T" Section on the Transverse Bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks, the lower vertical Plate of the Longitudinal Bulkhead which is connected to the edge of the Transverse Flange of the "T" Bar has been cropped and part removed from a position 4' 0" from the Flange and new Plate fitted with edge adjoining "T" Bar in line with "T" Bar Web.



(2) The Web tripping brackets of the transverse bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks, centre and wings have been dealt with by fitting "T" Bar connections to Bulkhead as per approved specification.

(3) The ends of all the Longitudinal frames at bottom of Shell in way of Bracket connections to transverse bulkheads between Nos. 4 & 5 Tanks and between Nos. 6 & 7 Tanks have been cut to semi-circular form to eliminate notch affect.



N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to appear through to the other side.

THE SURVEYORS ARE REQUESTED, NOT TO WRITE ACROSS THIS MARGIN.

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

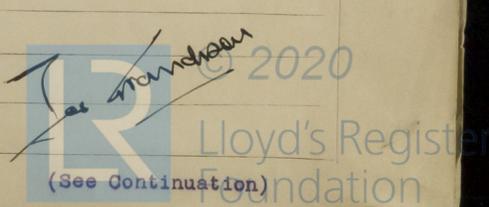
**ANCHORS.**

Number of Certificate.	Anchors*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	DROP TEST		Where and when tested and Superintendent.
		Cwts. qrs. lbs.	qrs. lbs.	Cwts. qrs. lbs.	Tons Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	INITIAL N. DATE	CARDIFF				
23362	1st Bower	103	3 14	✓	68	15	-	95	-	BALOT TYPE SWANNE & HEAD CAST STEEL	W.N.N(6376) 20.7.48	W.N. NORMAN CARDIFF	21.7.48
23368	2nd "	102	0 7	✓	68	7	2	-	-	"	F.W.D(6385) 28.7.48	F.W. DAVEY CARDIFF	29.7.48
23369	3rd "	102	3 14	✓	68	7	2	-	-	"	E.W.D(6386) 28.7.48	F.W. DAVEY	"
	Collective Weight.	308	3 7					271	-				
23366	Steam	39	3 14	✓	35	13	1 21			"	W.N.N(6380) 28.7.48	F.W. DAVEY CARDIFF	26.7.48
	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.	Wear Dia.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Dia.			
44519	13 SACS 14 3/8	2 1/4	127%	178%	507-2-11		330	2 5/16			29.7.48 CARDIFF F.W. DAVEY 28.6.48 CHESTER S. BOLTON.
17467	96 1/2 FT	2 1/4	127%	178%	247-3-14						"
17468		2 1/4	127%	-	2-1-27						"
	↑ ONE FOUR LINK ATTACHMENT CONSISTING OF 4 STOD LINKS.										



s.s. "THALAMUS".

No fractures were found at the above positions at this time, alterations as above being carried out as a precautionary measure. The undermentioned parts found fractured dealt with as follows:-

Fracture in transverse web at beginning of rise to Longitudinal bulkhead connection in way of No 9 port wing Tank, veed out, welded strap fitted over and an additional flanged bracket fitted.

A small fracture in Longitudinal bulkhead plating in No. 4 starboard Tank, ends drilled, veed out and welded.

Fractured Longitudinal frame at bottom shell in way of bracket connection to transverse in No. 4 starboard tank veed out, welded and strap fitted. Buckled webs of transverse bulkheads between Nos. 4 & 5 centre tanks and between Nos. 6 & 7 centre tanks, faired with part new material as found necessary and webs reinforced with continuous stiffener in accordance with approved specification. It was observed that all webs on transverse bulkheads in centre tanks were buckled between tripping brackets, the above dealt with being of an appreciable amount, the remaining not dealt with at this time are slightly buckled and Owners request to deal with as opportunity is afforded, in my opinion merits favourable consideration of the Committee.

Special Reasons. The item regarding examination in dry dock now dealt with should be deleted.

The buckled webs of transverse bulkheads in centre tanks have been specially examined and dealt with as above.

Cable equipment has not been brought up to Rule Requirements at this time.

*J. W. Mansfield*

102753/3



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