

9 MAR 1960

Rpt. 8

Port LONDON.

No. 142256

Date of writing Report When handed in at Local Office 19.2.60.

Received London 23 MAR 1960

Survey held at Thameshaven & Tilbury No. of Visits 5

First Date 1.2.19 60

Last Date 16.2.19 60.

WRECK SECTION
No.

WRECK SECTION
No.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

32989

on the Iron or Steel

S.S. M/S

"THALAMUS"

Tons gross 10701

Built at Portland, Or.

By Whom Kaiser Co. Inc

When Year 1945 Month -

Owners Shell Petroleum Co. Ltd.,

Owners' address (If not already in R.B.)

Managers

Port of Registry London

Surveyed Afloat or in Drydock Both

Name of Dock Thameshaven & Tilbury Dry Dock

Date of last examn. in Drydock 16.2.60.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 4976

Port Port

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
100A1 oil tanker	4.59.	LMC CS	7.57.
SS (DR)	7.57.	MBS	5.59.
classed	8.48.	TS(CL)	7.57.
		SPS	7.58.
EW			
fitted for O.F.			

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

to Owners. Not required

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE REPAIRS AND DOCKING.

DAMAGE :

Stated to have been caused through contact with the dolphin of Coryton, on the 1st February, 1960.

NOW DONE FOR DAMAGE.

Ship placed in drydock.

K18 & J18 shell plated in way of Steering gear compt (p & s) found torn and holed and cropped and part renewed.

Three cant frames in way found badly buckled and renewed, and two removed faired and refitted; 3 buckled beam knees renewed. Buckled web frame renewed and 3 tank top frame brackets.

Upon completion of the above repairs the shell in way was hose tested and found satisfactory.

Note:- It was stated by the Owners that after undocking the ship will proceed to the R. Blackwater to be laid up.

See Note

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames cant	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	2 part	3						See rpt
Removed and Faired or Repaired	-	2						
Faired or Repaired in place	-	-						

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

It is submitted this ship is eligible to remain as Classed and to have record of Drydocking 2.60, subject to any outstanding conditions of class being dealt with as previously recommended.

J. TODD J.H. GREENHALGH
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 12 APR 1960

Minute

DS 2. 60

Noted for Header



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003083-003091-0294

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DRY DOCKING SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank		
Rudder lifted	No		A.P. "		
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	"				
Ventilator coamings, skylights, companionways and closing appliances	"				
Hold			Fresh Water Tanks		
			Deep Tanks		
			Oil Fuel Bunkers and Settling Tanks	No	No
Tween Decks			Side Tanks		
			Wing Tanks		
Fore Peak Spaces			Other Tanks		
After " "			Cargo Tanks (Tankers)		
Engine Space	No		Cofferdams		
Boiler "			Pump Rooms		
Under Engines and Boilers					
Tunnel and Well					
Coal Bunkers					
Chain Locker					
Other Spaces					
Have Tanks now Examined been Cleaned as Necessary?					
Have Struts in Cargo Tanks (of Tankers) been removed?					
Have Tanks been Retested as necessary after completion of any Repairs?					

Have the spaces now surveyed been cleared and cleaned as necessary?
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?
 Have the bilges been cleaned out and examined? Has cement in bottom been examined?
 Has steelwork had rust removed and afterwards been recoated as necessary?
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?
 Has a Load Line Survey been held? No If so, state which If so, Report 8(Dr) to be attached.
 Have the shell and deck plating been drilled as per Rule? If so, report details in body of Report.
 Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.
 NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens		Sluice Valves examined and found	
" " in way of side scuttles		Cement or Asphalt		Air and Sounding Pipes	above deck. Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained	From deck
Coamings and Casings	"	Companionways and Skylights	"	(State if wedges removed)	
Beams and Fastenings	"	Shell Openings		Chain Locker	
Frames	"	Ash Shoots		EQUIPMENT	
Reverse Frames		Overboard Discharges and Scuppers		Equipment Letter	
Longitudinals		Freeing ports		Anchors, No. of	3B 1B Condition Good
Transverses		Steering Gear (Main and Auxiliary) examined and found	Good	Cables (State if now ranged and examined)	No
Floors		Windlass examined and found	"	" length stated mean diam.	" complete
Keelsons		Pumps " " "		" Rule Length	Size
Stringers		W.T. Doors " " "		Hawsers and Warps	Good
Inner Bottom Plating				State if any Anchors or Chain Cable have now been supplied or retested, if so,	No
Bulkheads and Tunnel				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd) S.R.L. APPENDIX.
 Some keel, bottom and side shell plated (p & s) slightly indented, examined at this time and continue efficient.
 No opportunity was afforded at this time to examine buckled webs of transverse bulkheads in tanks. To be dealt with at Owners convenience as previously recommended.

Survey Fee
 Special Damage & Repair Fee (if any) £21,000
 Travelling Expenses (if chargeable) £ 1.12.0

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 Date when A/c. Rendered 21 MAR 1969