

NEW YORK JUN 14 1948

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office

8 JUL 1948

State if Report has been sent on the Freeboard of the Vessel. Previously

State if Report is sent on the Machinery of the Vessel. No

Date of completion of report 12th May, 1948 Port of Galveston, Texas No. 4981

Survey held at Galveston, Texas Date First Survey 10th April, 1948 Last Survey 23rd April, 1948

On the (State if Machinery fitted Aft and) S/S "TOMOGERUS" ex "SWAN ISLAND" (Machinery fitted aft)

State Type (Full Scantling, Complete Superstructure) Full Scantling State Type of Erections Poop, Bridge & forecastle

TONNAGE under Tonnage Deck...

CLASS 100A1 State if with freeboard) No

Built at Portland, Oregon

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 506.5

Launched-- 1944 Yard No. 86

Total

Breadth (greatest moulded) B 68.2

Builders Kaiser Co., Inc.

Gross Tonnage 10671

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 39.2

Owners The Anglo-Saxon Petroleum Co.

Register Tonnage 6351

1st Longitudinal Number (L x D) = 19855

Managers

(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Residence

Length 506.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.9

Port of Registry London

Breadth 68.2

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth 39.2

Draught Moulded 39.2

Afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	See Report 1*		Bracket Floors, Frame		
Floor Deep Tank 75.69	27	See also Rpt. 1*	Reversed Frame		
" " from 1/2 length to Collision bulkhead	24		Vertical Struts		
" " in peaks	24		Centre Girder, depth and thickness amidships	81 1/2	.58
	24		top Angles		
SIDE FRAMING.			bottom Angles		
Frame Amidships, Angle, [or [			Side Girders, No. each side and thickness	2	.46
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle			Vertical Angle to Tank side		
" " Extends up to			Bracket abaft 1/2 len. from stem		
Depth of Framing Girder			Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, [or [			Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle [or [	8	17.2 framing	Tank Side Brackets, height above base line at toe of Frame and thickness		
Deep Floors Aft Peak Tank	.50		INNER BOTTOM PLATING. (Mach. Sp.)		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	All E.W.		Breadth and thickness of Middle Line Strake	68	.56
State if Frame Joggled	No		Thickness of remainder in Holds		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	As submitted		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	As submitted	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	As submitted		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in Holds			in Wells, Angle, [or [
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [			Spacing		
" " Through Plate or Intercostal Plate	90" x .50	with 17" x 1.00" rider plate	Second Deck, amidships, Angle, [or [
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles	Keelson E.W. to shell		Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing	.47	28 1/2	Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or [
			Spacing		

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	Dry Hold & Ford.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	INCHES	THICKNESS			INCHES	THICKNESS	
Stringer Plate, breadth and thickness in way of Bridge .....	.41	.42					
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings .....	.44	.75					
If Sheathed, material and thickness .....	.41	.42					
Centre Line Bulkhead, s in Cargo tanks 17'-6" from C.L. (Ford Deck).							
Stiffeners and Spacing, Horiz. corrugated bulkhead plating							
Depth of corrugations 12'-6" space 5'-0" apart and							
Plating, thickness of .....	.58	.42					
Stringers and Decks.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells .....	.84	.94					
Stringer Plate, breadth and thickness in way of Bridge .....	.84	1.13					
Angle in Wells	-	-					
Thickness of Plating abreast Deck openings in way of Wells .....	.82	.69					
Thickness of Plating abreast Deck openings in way of Bridge .....	.82						
Thickness of Plating within line of openings .....	.82	.37					
If Sheathed, material and thickness	-	-					
Second Deck, (Mach. sp.)							
Stringer Plate, breadth and thickness in Wells .....	.44						

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	RIVETING.			
	AMIDSHIPS.	FORWARD.	AFT.	THICKNESS.			BUTTS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?	Single or Double.	Rivets.	No. of Rows of Rivets.	Strapped or Lapped.
	Inches.	Inches.	Inches.	Inches.				Diam.	Spacing or to cr.	
FLAT PLATE KEEL	78	.81	.81	.81						
DBLG. (if any)	-	-	-	-						
BOTTOM PLATING, No. of Strakes	A	.75	.52	.52		Strakes A, B, C maintain				
BILGE PLATING, No. of Strakes	D	.80	.48	.48		.76" to Fore Pk. Bulkd.				
SIDE PLATING, No. of Strakes	E	.66	.48	.48		Minimum thickness below				
UPPER DECK, Sheer-strake in Wells	F	.66	.48	.48		L.W.L. ford .57"				
UPPER DECK, Sheer-strake in Bridge	G	.66	.48	.48						
STRAKE BELOW Sheer-strake in Wells	H	.66	.48	.48						
STRAKE BELOW Sheer-strake in Bridge	I	.66	.48	.48						
POOP SIDE PLATING	J	.66	.48	.48						
BRIDGE SIDE PLATING	K	.66	.48	.48						
FORECASTLE SIDE PLATING	L	.66	.48	.48						

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel	On Frs. 9, 25/31, 45/46, 50, 53, 56, 59, 62, 65, 68, 71, 73, 75/77, 89	Extending to Upper Deck (Sec. 3 c)	Deck next below	As per Rule	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar								
STEM								
STERN FRAME								
RUDDER - Type								
RUDDER - A x D								
RUDDER - main piece at								
RUDDER - heel								
RUDDER - how constructed								
RUDDER - double or single plate								
RUDDER - coupling, vertical or horizontal								
RUDDER - above base								
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)								
To the requirements of the American Bureau of Shipping								
Has the Steel been tested as required by the Rules?								

EQUIPMENT No.

LETTER 97

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
S.F. 4100	1st Bower	104 3 18	155100	69 4 3 8		Baldt Stockless	Columbia Steel Co.	Pittsburgh
S.F. 4365	2nd "	104 3 18	155100	69 4 3 8		Ditto	Ditto	Pittsburgh
S.F. 4367	3rd "	104 2 16	155100	69 4 3 8		Ditto	Ditto	Pittsburgh
Collective weight.								

S/S "TOMOGERUS" ex "SWAN ISLAND"

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PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		Rivets in Brackets to Bulkheads.	Number.	Diameter. Inches.	
	In Ship.			In Ship.				Rivets in Longitudinal Frames.					Spacing of Rivets on each side of Transverses and Bulkheads. Inches.
	Ins.	Ins.	lbs.	Ins.	Ins.	lbs.		Diam.	Spang.				
ing of XXXXXX INV.	Angles or flanged plates (angles marked x)												
es in Bridge 'tween Decks ...	x6	4	14.3	In Fore Pk.	In machinery space								
es from Uppermost Continuous Deck	x8	4	17.2	x 6	4	12.3	x6 x 4 x 14.3	lbs.					
" 2	x8	4	17.2	x 6	4	12.3	x6 x 4 x 14.3	✓					
" 3	9	4	17.85	x 6	4	12.3	x6 x 4 x 14.3	✓					
" 4	10	4	17.85	x 6	4	14.3	x7 x 4 x 15.8	✓					
" 5	11	4	17.85	2nd Deck			x8 x 4 x 17.2	✓					
" 6	11	4½	17.85	x 6	4	14.3	9 x 4 x 17.85	✓					
" 7	12	4½	17.85	x 7	4	15.8	10 x 4 x 17.85	✓					
" 8	13	4½	17.85	x 7	4	15.8	x8 x 4 x 17.2	✓					
" 9	14	4	17.85	x 8	4	17.2	x8 x 4 x 17.2	✓					
" 10	15	4	17.85	x 8	4	17.2	9 x 4 x 17.85	✓					
" 11	15	4½	17.85	Amm. Flat			9 x 4 x 17.85	✓					
" 12	16	4½	20.4	9	4	17.85	10 x 4 x 17.85	✓					
" 13	17	5	20.4	9	4	17.85	-						
" 14	18	5	20.4	17.10	4	17.85	-						
" 15	19	6	20.4	10	4½	17.85	15.11 x 4 x 17.85	✓					
to				18.			11 x 4 x 17.85	✓					
26				10	4½	17.85	16.11 x 4 x 17.85	✓					
				19.			11 x 4 x 17.85	✓					
acing of longitudinal frames	Amidships	2'-6" (about 3'		at bilge)		17.✓							
	At Ends	2'-6" ✓											
ble	Tank Top Longitudinals												
oms	Bottom												
or													
ing of Longitudinals	Amidships												
	At Ends...												
Transverse Framing See Rpt. 1													

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Bower anchors are 2 grade up

EQUIPMENT No.												LETTER 97		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.					lbs.		
S.F. 4100	1st Bower	104	3	18	155	00	69	4	3	8	Cwts.	Baldr Stockless	Columbia Steel Co.	Pittsburgh			
S.F. 4365	2nd "	104	3	18	155	00	69	4	3	8		Ditto	Ditto	Pittsburgh			
S.F. 4367	3rd "	104	2	16	155	00	69	4	3	8		Ditto	Ditto	Pittsburgh			
Collective weight.																	
S.F. 4406	Stream	38	2	8	79	200	35	7	1	8		Ditto	Ditto	Pittsburgh			

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.
PH 14249	270	2 7/16	135.41		744	3-18	890				C.S. S.L.	N.M. Steel Casting Co. 9th Aug., 1944 Sharon, Pa.	Pittsburgh	POWLINE	150	6 1/2	111.6	130	6 1/2
														HAWSERS & WARPS	2 at 86	9		2 at 100	8"
															2 at 86	8		2 at 100	8"
Iron Stream Chain or Steel Wire	120	5 1/2	-	-					120	5 1/2	Flex. S.W.R.	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX						
		6.19								6/24									

Steering Gear, Steam Electro-hydraulic made by Stettison Ross Machine Co. Seattle

Boats 6 22'x7'-6"x3'-2" Steering Chains, Size and Test None

Ceiling in Holds, thickness and material None

Cargo Hatchways. (Upper Deck) Circular O.T. hatches of steel plates & sections E.W. Thickness of Hatches -

Size of No. 1 Hatchway (Forward) 4'-0" dia No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams and/or Fore and Afters None

Builder's Signature

Alternative Means of Steering 2 independent electric motors

Steering Gear, Hand

Windlass Steam - made by Hesse Ersted Ironworks, Portland, Ore.

Cargo Battens, thickness, material and spacing None

Flash point of oil fuel above 150° F. ✓

The vessel was built under the special supervision of surveyors to the American Bureau of Shipping and the vessel's condition together with the standard of workmanship and welding is considered satisfactory. ✓

The main scantlings as shown on the submitted drawings have been verified from the vessel where exposed for measurement and found correct. ✓

The special survey for classification has been completed at this time - See Report 8. ✓

Particulars of the vessel's equipment taken from the endorsed test certificates issued by the American Bureau of Shipping. ✓

The amount of Entry Fee	£ 1350.00	Fees applied for, 10/5/1948
Late & Sun. Fees	20.00	
Special Survey Fee	£ :	
Telegrams	8.00	
Travelling Expenses, if any	£ : 5.00	Received by me, 19

I am of opinion the Vessel should be Classed 100 A 1 Carrying petroleum in bulk

State whether the Vessel has been built under Special Survey

Certificate to be sent to Anglo-Saxon Pet. Co London Date of issue 7/7/50

Signature James Lindsay Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned Classification but not later Docking date 4, 48 subject T. S. N. 4, 48

NOTE - S.S. COMPLETION HULL.

NOTE - ELEC. WELDED. LONG FRAMING - CRUISER STERN - E.S.D. - D.F. - AYC. CL

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The following plans of the vessel are enclosed:

- ✓ Fore Peak Frames & Swash Bulkheads
- ✗ Longitudinal Bulkheads
- ✗ Bulkhead on Upper Deck forward
- ✗ Fore Peak Floors 90 to 106 & Breast Hooks
- ✗ Capacity Plan
- ✗ Midship Section
- ✗ Transverse Bulkhead
- ✗ Contra-Guide Rudder
- ✗ Floors in way of Inner Bottom
- ✗ Shell Expansion Aft
- ✗ Shell Expansion Midship
- ✗ Shell Expansion Forward
- ✗ Fore Peak Bulkhead, Chain Locker Bulkhead, Ammunition Trunk & Chamber Bulkheads
- ✓ General Arrangement

Similar vessel S/S "MINERVE" ex "Donner Lake", Seattle Report No. 3729

The W.T. bulkhead on Fr. 25/31 separating the main propelling machinery space from the Boiler and Auxiliary machinery space below is fitted with 2 W.T. doors, 1 door at the level of the D.B. tank top and 1 at the level of the Boiler Room Flat, both are of the hinged type. Recommended that sliding type watertight door operating from Freeboard Deck be fitted at the level of the D.B. tank top. See Certificate B.

The ammunition bulkhead is not fitted with a sliding type watertight door operating from the Freeboard Deck. This is considered a deficiency. The bulkhead is not fitted with a sliding type watertight door operating from the Freeboard Deck. This is considered a deficiency. The bulkhead is not fitted with a sliding type watertight door operating from the Freeboard Deck. This is considered a deficiency.

Crack arrestors have been fitted on deck and shell (bottom) at this time - See Report 8.

Particulars of Electric Welding (if employed) Electric welding employed throughout to U. S. Coast Guard and American Bureau of Shipping standards.

Special Notations: Either as part of the vessel's class or for record in the Register Book - Longitudinal framing (Transverse in aft Peak), cruiser stern, electrically welded, gyro compass, echo sounding device, direction finder, fitted for oil fuel F.P. above 150° F. Carrying petroleum in bulk.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower

2nd "

3rd "

Not available

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 111.15 ft., R.Q.D. ft., Bridge 35.75 ft., Forecastle 55.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 steel (2nd deck of steel in fore and aft)

Official No. 181747 ; Signal Letters GDSD Is bottom of Vessel coated with cement Cement in if not give particulars of composition peaks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, Fr. 89 - fore.		314.23
Double bottom, under Engines and Boilers, Fr. 11-44	79.0	238	After peak tank, " 9 - aft.		50.07
Double bottom, if under Engines only, Fr. 35-45	2.5	(22.6) (est.)	Deep tank, aft, Wing Tanks (O.F.) Frs. 36-46	33.25	803.00
Double bottom, if under Boilers only, Fr. 46-47			Deep tank, forward, Fr. 75-89	31.5	759.27
Double bottom, forward,			Other tanks, if fitted, Cofferdam Frs. 46-47	3.5	114.22
	81.5	260.6	(If necessary, furnish further information by sketch.) Frs. 73-75	4.5	132.94
Total capacity of double bottom		238			

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits