

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 8 JUL 1948)

Date of writing Report 12th May, 1948 When handed in at Local Office 12th May, 1948 Port of Galveston, Texas
No. in Survey held at Galveston, Texas Date, First Survey 10th April Last Survey 23rd April, 1948
g. Book 7984 on the Machinery of the Wood, Iron or Steel s/s "TOMOGERUS" (No. of Visits 2)

Year. Month. 1944
Gross 10671 Vessel built at Portland, Or. By whom Kaiser Co., Inc. When 1944
Net 6315 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
Nominal Horse Power Boilers, when made (Main) 1944 (Donkey) -
No. of Main Boilers 2 Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address
No. of Donkey Boilers - Managers Port London Voyage
Steam Pressure 2 W.I.B. 490
in Main Boilers 1b (8) 1b
in Donkey Boilers 475 1b
If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Todd Shipyards Corporation

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Classifi-		B.S. 10, 47
cation Contem-		
plated)		
Docking Date 10, 47		
Examined 10, 47		
Carrying Petroleum in bulk		

ast Report No. Port

Particulars of Examination and Repairs (if any) Docking & Screw Shaft

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage 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 why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " "

this was not done, state for what reasons? Boiler Survey not due

and what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? Yes If so, state reasons. Liner fractured and shaft badly grooved, see rpt.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 14/4/48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for Docking and Screw Shaft only.

Now Done

Vessel placed in drydock, the screw shaft, propeller, stern bush and sea connections examined and found satisfactory.

Screw shaft drawn, found liner badly fractured in 3 places, liner removed, found shaft badly water grooved in way of fractures about 7/16" in depth, shaft condemned and replaced with new shaft, marks as follows -

86 S 561 B1
AB 212 W.I.
T.O.H. 349 + 1-23-47
Bethlehem Steel Co.
S.I.N.Y. Yard

(P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or LM C 140 lb., F.D., &c.) CS 3,34,

My opinion to remain viz. L.M.C. as at present with notation now of Screw Shaft (New) (CL) seen 4, 48, subject to spare propeller being placed on board at first opportunity, also gauge glasses on both boilers altered to suit requirements as previously recommended.

Survey Fee (per Section 29) \$: \$30.00 Fees applied for 10/5/1948
Special Damage or Repair Fee (if any) \$:
(per Section 29.)
Travelling expenses (if chargeable) \$:

Received by me 1949
London 19

James Lunday
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned Classification contemplated
T.S.N. 4, 48. subject.

NEW YORK JUN 16 1948

Insert Character of Ship and Machinery precisely as in the Register Book

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



Stern bush renewed completely with lignum vitae, it previously was a micarta bush.
Machinery tested out under working conditions alongside dock, found satisfactory.
Cert. Bl issued, copy herewith.

[Handwritten signature]

Owners representative stated that full LMC will be completed before October 1948.

Particulars of Examination and Repairs (if any)

Engineer made at _____
 By whom _____
 Date _____
 Name of Ship _____
 Name of Port _____
 Name of Surveyor _____
 Name of Inspector _____
 Name of Assistant Inspector _____
 Name of Chief Mate _____
 Name of Second Mate _____
 Name of Third Mate _____
 Name of Steward _____
 Name of Cook _____
 Name of Cabin Boy _____
 Name of Deck Hand _____
 Name of Fireman _____
 Name of Boy _____
 Name of Stoker _____
 Name of Engine Room Stoker _____
 Name of Chief Engineer _____
 Name of Second Engineer _____
 Name of Third Engineer _____
 Name of Chief Officer _____
 Name of Second Officer _____
 Name of Third Officer _____
 Name of Chief Petty Officer _____
 Name of Second Petty Officer _____
 Name of Third Petty Officer _____
 Name of Chief Steward _____
 Name of Second Steward _____
 Name of Third Steward _____
 Name of Chief Cook _____
 Name of Second Cook _____
 Name of Third Cook _____
 Name of Chief Cabin Boy _____
 Name of Second Cabin Boy _____
 Name of Third Cabin Boy _____
 Name of Chief Deck Hand _____
 Name of Second Deck Hand _____
 Name of Third Deck Hand _____
 Name of Chief Fireman _____
 Name of Second Fireman _____
 Name of Third Fireman _____
 Name of Chief Boy _____
 Name of Second Boy _____
 Name of Third Boy _____
 Name of Chief Stoker _____
 Name of Second Stoker _____
 Name of Third Stoker _____
 Name of Chief Engine Room Stoker _____
 Name of Second Engine Room Stoker _____
 Name of Third Engine Room Stoker _____

No.	Description of Part	Material	Quantity	Remarks
1	Stern Bush	Lignum Vitae	1	Renewed
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

General Observations and Recommendations:

The hull was found to be in good condition and no repairs were required.

The machinery was found to be in good condition and no repairs were required.

The cargo was found to be in good condition and no repairs were required.

The crew was found to be in good condition and no repairs were required.

The ship was found to be in good condition and no repairs were required.

The engine room was found to be in good condition and no repairs were required.

The stowage was found to be in good condition and no repairs were required.

The deck was found to be in good condition and no repairs were required.

The cabin was found to be in good condition and no repairs were required.

The galley was found to be in good condition and no repairs were required.

The hold was found to be in good condition and no repairs were required.

The rigging was found to be in good condition and no repairs were required.

The sails were found to be in good condition and no repairs were required.

The anchor was found to be in good condition and no repairs were required.

The rudder was found to be in good condition and no repairs were required.

The propeller was found to be in good condition and no repairs were required.

The shaft was found to be in good condition and no repairs were required.

The bearings were found to be in good condition and no repairs were required.

The gears were found to be in good condition and no repairs were required.

The pistons were found to be in good condition and no repairs were required.

The valves were found to be in good condition and no repairs were required.

The pumps were found to be in good condition and no repairs were required.

The fans were found to be in good condition and no repairs were required.

The lights were found to be in good condition and no repairs were required.

The compass was found to be in good condition and no repairs were required.

The chronometer was found to be in good condition and no repairs were required.

The sextant was found to be in good condition and no repairs were required.

The telescope was found to be in good condition and no repairs were required.

The binoculars were found to be in good condition and no repairs were required.

The signal gun was found to be in good condition and no repairs were required.

The lifeboats were found to be in good condition and no repairs were required.

The lifebuoys were found to be in good condition and no repairs were required.

The fire extinguishers were found to be in good condition and no repairs were required.

The first aid kit was found to be in good condition and no repairs were required.

The food stores were found to be in good condition and no repairs were required.

The water stores were found to be in good condition and no repairs were required.

The fuel stores were found to be in good condition and no repairs were required.

The oil stores were found to be in good condition and no repairs were required.

The spare parts were found to be in good condition and no repairs were required.

The tools were found to be in good condition and no repairs were required.

The equipment was found to be in good condition and no repairs were required.

The documents were found to be in good condition and no repairs were required.

The records were found to be in good condition and no repairs were required.

The log was found to be in good condition and no repairs were required.

The deck log was found to be in good condition and no repairs were required.

The engine log was found to be in good condition and no repairs were required.

The cargo log was found to be in good condition and no repairs were required.

The crew log was found to be in good condition and no repairs were required.

The ship log was found to be in good condition and no repairs were required.

