

NEW YORK FEB 6 1940

(Received at London Office

FEB 27 1940)

No. 8164

# REPORT of SURVEY for REPAIRS, &c

Date of writing Report Jan. 22, 40. When handed in at Local Office 19 Port of SAN FRANCISCO  
No. in Survey held at San Francisco Date, First Survey Dec. 26, 1939 Last Survey Jan. 5th, 1940.  
Reg. Book. 53485 on the Steel M. V. "SHABONEE" (No. of Visits TEN)

TONNAGE: GROSS 9716 Built at Glasgow By whom Blythsw'd S. B. Co., Ltd. When 1930 MONTH 8  
UNDER DECK 8799 Owners Maritime Trading Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
NET 5284 Managers Leif Hoegh & Co. A/S Port belonging to Panama  
Surveyed Afloat or in Dry Dock? Both Name of Dock Hunters' Point D.D. & Union Plant, Bethlehem Steel Corp. Destined Voyage -

WB=CellDBorDBa feet; uE&B feet; total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
Last Report, No. 4000. Port Sba.

CHARACTER	Years Assigned now or expired	Machinery and Boiler Survey (including date of N.B., in any)
100 A 1	5, 39	LNC OS
ss Sng. No. 2-	38	11, 38
		1, 37
		TS CL 8, 37
		DBS 11, 38
Carrying Petroleum in Bulk		

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

Report attached Was a damage report made by anyone else? If so, by whom? Norwegian Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE STATED TO HAVE BEEN SUSTAINED BY REASON OF HEAVY WEATHER:

- "A" - While on a voyage from Tandjong Oeban to Sydney, Australia, September 10th to 19th, 1939.
- "B" - While on a voyage from Tandjong Oeban to Itosaki, Japan, November 21st to 25th, 1939.

Vessel placed on drydock. Bottom and Rudder cleaned, examined and coated.

### DAMAGE "A" - September 1939

#### CARGO OIL TANKS

- No. 2-3-4-5 Port and Starboard tanks examined internally.
- No. 2- Port tank After bulkhead plate, No. 3 from bottom, fractured in way of horizontal stiffener, now renewed in 2 sections with riveted butt.

( P. T. O. )

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								3 Cargo Tank Bulkhead plates (2 sections each)
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		as above		Good		Good	
Condition of Decks	Good	State if Tanks have been examined inside	as above	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Felt.)	-
Stowings	Good	State if Tanks now tested	as above	Dblng. Plates under Sounding Pipes	Good	When put on, Month	-
Rivets & Fastenings	Good	Bulkheads	Good	Engine Room Skylights	Good	Year	-
Side Plating	Good	Ceiling	-	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Stitchings	Good	Cement or Asphalt (State which.)	-	Oil Bunkers	Good	Masts, Yards, &c.	Good
Stitchings in way of sidelights	Good	Rudder	Good	Scuppers	Good	Condition, how ascertained	From Deck
Stitchings	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	(State if wedges removed)	-
Stitchings	Good	Windlass	Good	Hatches	Good	Sails	-
Stitchings	Good	Have pumps now been examined and found efficient?	-	Planking of Wood Vessels	Good	Equipment letter	et
Stitchings	Good	Have Sluice Valves now been examined and found efficient?	-	Caulking	Good	Anchors, No. of	-
Stitchings	Good	Have Watertight Doors now been examined and found efficient?	-	Treenails	Good	Chain Locker	-
Stitchings	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good	Cables (State if now ranged)	No
Stitchings	Good			Transoms Pointers, & Crutches	Good	length mean diamr. (on board)	-
Stitchings	Good			Timbers of Frame at openings	Good	Rule length size	-
Stitchings	Good			Ditto Ditto at other places	Good	Hawser & Warps	Good
Stitchings	Good			Stringers, Clamps & Sheifs	Good	Standing and Running Rigging	Good
Stitchings	Good			Salting (State if examined.)	Good		

### 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is eligible in my opinion to remain as classed with fresh record of survey 1-40

in the Register Book.

Survey Fee (per Section 29)	\$ 70.00	Fees applied for, Jan. 6, 1940.
Special Damage Fee (if any) (per Sec. 29)	\$165.00	Received by me, Jan. 17, 1940.
Travelling Expenses (if chargeable)	\$ 12.00	
Second Surveyor's Fee (if any)	-	

*R. Boomer*

Surveyor to Lloyd's Register of Shipping.

FEB 18 OCT 1940

Committee's Minute  
Character Assigned 100A1 Carrying Pet. in Bulk

without condition: blow off valve chest of p. 6lt

D.B.S. 1-40

10m 11.87 - Transfer Ink. MADE IN

Is Certificate required? If so, to be sent to

DAMAGE "A" - September 1939.

CARGO OIL TANKS: (Continued)

No. 2 - Starboard tank, After bulkhead plate, No. 3 from bottom fractured in way of horizontal stiffener, now renewed in 2 sections with riveted butt.

No. 4 - Starboard tank, After bulkhead plate, No. 2 from bottom fractured in way of horizontal stiffener, now renewed in 2 sections with riveted butt.

No. 2 and No. 4 - Port and Starboard tanks tested to Rule requirements on completion of repairs examined and proven tight.

Wear and Tear Repairs - While carrying out above renewals the following brackets and angle clips renewed in way of new plates.

No. 2 Port and Starboard Tanks, After bulkhead, on after side in way of #3 tanks.

8- Bulkhead angle iron bracket clips renewed.

2- Bracket plates (1- P.&S.) from bulkhead to shell longitudinals renewed.

2- Bracket plates (1- P.& S.) from bulkhead to centre line bulkhead renewed.

No. 4 - Starboard tank After bulkhead on after side in way of #5 tank.

4- Bulkhead angle iron bracket clips renewed.

1- Bracket plate from bulkhead to shell longitudinal renewed.

1- Bracket plate from bulkhead to centre line bulkhead renewed.

DAMAGE "B" - November 1939.

BILGE KEEL - Port side - approximately 15' released as necessary and faired in place.

Starboard Side - approximately 25' released as necessary and faired in place.

2- Bilge keel butt straps renewed.

(See below)

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.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.			
	1st Bower ...														
	2nd "														
	3rd "														
	Collectors Weight.														
	Stream .....														
	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.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

OXTER PLATE - Port and Starboard fractured, now veed out and electric welded and reinforced by fitting a 3/4" x 2' x 4' shaped shoe in way of same secured by rivets and electric welding.

After Peak tank tested on completion of repairs and proven tight.

SHELL PLATING - Number of scattered shell rivets and seams caulked.

LOWER BRIDGE - Port side forward end, bulwark set in, now released as necessary and faired in place. Teak rail on top edge renewed for 10'.

NO. 9 - PORT CARGO TANK - 10" master valve on suction line renewed and tested.

(SEE SHEET NO. 3)

DAMAGE "B" - November 1939.

No. 8 - Port and Starboard Cargo tank, valve open and shut indicators on main suction lines renewed.

CARGO TANK filling line Starboard side, Aft. deck renewed 6" dia. x 9' long. Deck supports renewed and strainer box refitted.

DECK STEAM PIPE GUARDS, Forward and after decks, several sections repaired or renewed as necessary with deck supports to same.

STEERING GEAR - telemotor pipes, forward side of poop refastened with new clips.

SALT WATER service line deck fittings to Captain's bathroom renewed and pipe line tested.

POOP ACCOMMODATION, Port side forward, 2 port light frames overhauled and refitted with new glasses.

WEAR AND TEAR REPAIRS:

Cargo tank line valves, #1 port, #3 Starboard, #6 Port, #9 Port and #7 Starboard opened up, overhauled and closed in order.

10" - suction line valve in main pumproom overhauled and closed in good order.

Forward Pump Room- 1 bent section of suction pipe to pump 5" dia. x 5' long renewed.

Steering gear tested and examined under working conditions and found in order.

Other minor repairs now carried out.

VESSEL now examined for Annual Freeboard and Freeboard Certificates endorsed.

NOTE: For the information of the Committee the damaged plates dealt with in way of the No. 2 and No. 4 cargo tank after bulkheads were found to be fractured in way of the horizontal stiffeners, commencing from the end of the outboard bulkhead bracket clips, and it was also noted that the bulkhead plates showed signs of working and grooving at the heel of the horizontal stiffeners.

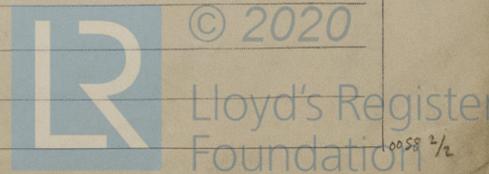
The vessel was in a loaded condition during the heavy weather of September 1939 on a voyage from Tandjong Oeban to Australia and while discharging at Sydney, Brisbane and Townsville, leakage was discovered between No. 2 and No. 3 Port and Starboard cargo tanks, also between No. 4 and No. 5 Starboard cargo tanks.

While the vessel was on the return voyage to Tandjong Oeban in ballast the fractured plates were found.

This vessel is reported to have been sold and will be taken over by the New Owners on the vessel's arrival at Lisbon, Portugal. The Agents at this port were not at liberty to give the name of the purchasers at this time.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much lamped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



TUES. 22 FEB 1944

OMIT CLASS  
ON RE-PRINT,



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Foundation