

LONDON

San Francisco

January 22nd, 1940.

THIS IS TO CERTIFY THAT

S. F. BOOMER

the undersigned Surveyor to this Society did at the request of the Master and Owners' Representative, survey the M.V. "SHABONEE", 9716 tons gross register of Panama for the purpose of ascertaining the nature and extent of damage stated to have been sustained by reason of:-

"A" - Heavy Weather while on a voyage from Tandjong Oeban to Sydney, Australia, September 10-11-14 to 19th, 1939.

"B" - Heavy Weather while on a voyage from Tandjong Oeban to Itosaki, Japan, November 21-22-24-25-26-27, 1939.

"C" - Heavy Weather while on a voyage from Yokohama, Japan to San Francisco, California, December 11-12-13-14-20-21, 1939.

For further particulars see Vessel's Official Log Books. Copy of extracts attached.

On December 26th, 1939 and subsequent dates while the vessel was on drydock at Hunters' Point and afloat at the Union Plant of the Bethlehem Steel Company, Shipbuilding Division, San Francisco, California, the undersigned in company with:-

Mr. A. Aronsen, Norwegian Underwriters' Surveyor upon examination:



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FOUND

RECOMMENDED

DAMAGE "A" - September 1939.

Cargo Oil Tanks

No. 2 Port, After bulkhead plate, No. 3 from bottom fractured in way of horizontal stiffener.

To be renewed.

No. 2 Starboard, After bulkhead plate, No. 3 from bottom fractured in way of horizontal stiffener.

To be renewed.

No. 4 Starboard, After bulkhead plate, No. 2 from bottom fractured in way of horizontal stiffener.

To be renewed.

TESTING

No. 2 Port and Starboard cargo tanks and No. 4 - Starboard cargo tanks to be tested on completion of repairs and proven tight.

While carrying out the above repairs and renewals the following additional renewals were recommended in way of above plates for Owners' account:

No. 2- Port and Starboard tanks, After Bulkhead, 8 Angle iron clips for bracket attachments on after side of bulkhead renewed and 4 bracket plates renewed.

No. 4- Starboard tank, After bulkhead, 4 angle iron clips for bracket attachments on after side of bulkhead renewed, and 2 bracket plates renewed.

DAMAGE "B" - November 1939.

BILGE KEELS

Port side - approximately 15' slightly distorted.

To be released as necessary and faired in place.

Starboard side - approximately 25' - slightly distorted.  
2 - butt straps fractured.

To be released as necessary and faired in place.  
Butt straps to be renewed.

OUTER PLATE - fractured port and Starboard in way of stern frame.

To be veed out, electric welded and shaped doubling plate to be fitted over same, Port and Starboard, secured by rivets and electric welding.  
After Peak tank to be tested on completion of repairs and proven tight.

SHELL- Number of scattered bottom shell rivets and seams shaken.

Rivets and seams to be caulked and dealt with as found necessary.



FOUND

RECOMMENDED

DAMAGE "B"- Nov. 1939 (Continued)

LOWER BRIDGE - Port side forward end, bulwark plate set aft and distorted. Teak rail on same broken.

Bulwark plate to be released as necessary and faired in place. Teak rail to be renewed for approximately 10'.

NO. 9 - PORT CARGO TANK -10" master valve on suction line, broken in way of flange.

Valve to be renewed, fitted and tested ready for service. (NOTE:- Owners' spare valve fitted.)

NO. 8 - Port and No. 9 Starboard cargo tank, open and shut indicators on Main suction valves broken.

To be renewed.

6" - Cargo tank filling pipe line Starboard side aft. Approximately 9' long, broken at flange and deck supports bent and twisted. Strainer box on end, supports broken.

Pipe to be renewed. Strainer box to be refitted on same and deck supports to be renewed.

Steam pipe to forward winch bent and insulation torn away.

Steam pipe to be removed, faired, annealed, tested and refitted. Insulation to be renewed.

Exhaust steam pipe to forward winch, insulation torn away. 1 - bracket support broken.

Insulation to be renewed.

Bracket support to be renewed.

Steam exhaust pipe, Forward of pump room, insulation torn away.

Insulation to be renewed.

Deck Steam Pipe, forward side pump room bulkhead, flange bolt fastenings shaken.

To be refastened with new bolts.

Steam Exhaust pipe, Aft of Pump room. 2- sections fractured at flanges. Insulation on same torn away.

To be removed, new ends and flanges to be brazed on same, pipes to be annealed, tested, refitted in order and reinsulated.

Deck Steam expansion bend Aft of pump room, fractured, and insulation torn away.

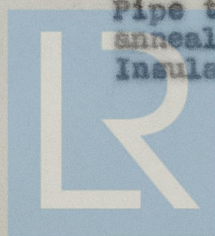
Expansion bend to be removed, repaired, annealed, tested and refitted in order and reinsulated.

After Warping winch, Starboard side of poop, steam and exhaust pipe deck fittings fractured.

Deck fittings to be renewed, steam pipes to be repaired, annealed, tested and refitted in order and reinsulated.

Crew's Messroom, 1" copper steam pipe broken at end and insulation damaged.

Pipe to be part renewed, annealed, tested and refitted. Insulation to be renewed.





FOUND

RECOMMENDED

DAMAGE "B"- Nov. 1939 (Continued)

Deck Steam Pipe Guard, 2 sections, port side forward bent, 1 bracket support broken, 3 bracket support fastenings shaken.

2- Steam Pipe Guards Forward fractured and bracket supports broken.

Steam Pipe Guard plate over steam pipe between #1 and #2 Starboard cargo tanks, missing and deck support to same broken.

Approximately 25' insulation on After deck steam and exhaust steam pipes torn away.

Steering gear telemotor pipes forward end of poop, fastenings broken.

Salt water service line in Captain's bathroom broken in way of deck fittings.

Poop accommodation, P.S. Forward, 2 port light glasses broken and frame sprung.

MACHINERY - Main Engine piston rod, removed from No. 6 cylinder at Itosaki, Japan, November 30th, 1939, - fractured in way of bore for cooling water pipe connection.

Thrust Bearing copper cooling water pipe fractured at flange.

Whistle steam pipe, copper expansion coil fractured.

Main Engine exhaust pipe in funnel. Upper bracket support broken.

DAMAGE "C" - December 1939.

MAIN ENGINE: Scavenge pump stated to have developed knock during voyage.

NOTE: L. P. compressor is on top of Scavenge pump and it was necessary to open up and remove same for examination of scavenge pump.

Steam pipe guard to be faired, 1 Bracket support to be renewed and 3 Brackets to be refastened.

Steam pipe guards to be repaired by electric welding and bracket supports renewed.

Guard plate and deck support to be renewed.

Insulation on deck and exhaust steam pipes to be renewed.

Telemotor piping to be refastened with new clips.

Deck fittings to be renewed and refitted in order.

Port lights to be removed, overhauled, new glasses fitted and replaced in order.

New piston rod of tested material to be supplied. Cooling water pipes and connections to be fitted to same and refitted on spare piston ready for service.

To be removed, repaired, annealed, tested and replaced in order.

To be renewed with flanges, annealed, tested and fitted in order.

Bracket support to be renewed and installed.

To be opened up for examination of cylinder, piston, piston rod, packing, valve, crosshead and crank pin bearings.



FOUND

DAMAGE "C" - December 1939 - (Con't.)

When Scavenge Pump opened up,  
1 core plug in piston found  
loose.

Crosshead bearing bolts and crank  
pin bearing bolts strained.

Piston rod packing scored.

Main Engine Fuel Oil Pump  
drive shaft ahead and astern  
driving pin loose and worn.

Driving gear wheel loose and  
feather key slack on shaft.

Screw Shaft stern gland leak-  
ing badly.

ELECTRICAL EQUIPMENT

Starboard Main Generator (#1)  
armature grounded and insulation  
defective.

Foremast electric wire to mast-  
head light broken and defective.

Several grounds in electric  
system throughout vessel.

FURTHER RECOMMENDED: On completion of repairs Main Engines to be  
tested under maneuvering conditions and proven in order.

The repairs as recommended were carried out by the Bethlehem  
Steel Company, Shipbuilding Division, San Francisco, California.

The vessel drydocked, December 26th, 1939, 1:50 P.M. and was  
refloated December 28th, 1939, 7:10 A.M.

RECOMMENDED

New core plug to be fitted  
with fine thread and secured  
with dowl pin.

To be replaced by Owners'  
new spare bolts.

Owners' spare piston rod  
packing to be fitted.

Scavenge pump and L.P. Com-  
pressor to be closed in order  
ready for service.

Driving pin to be renewed.

New feather key to be fitted  
and gear refitted.  
Fuel pump drive shaft to be  
reassembled and proven in  
order.

Gland to be repacked. (Owners  
supplied packing.)

To be removed, repaired as  
necessary, reinsulated, baked,  
tested and proven in order.  
Field coils to be tested and  
reinsulated as necessary.  
Generator to be reassembled,  
tested and proven in order.

To be renewed on foremast  
with approved armoured cable  
from light to suitable junction  
box on fore and aft gangway  
and securely fastened.

All electric circuits through-  
out vessel to be megger tested,  
grounds removed, fittings and  
wires repaired or renewed as  
necessary and proven in good  
order.

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All the repairs and renewals as recommended have now been completed and tested to my satisfaction January 5th, 1940.

While the vessel was on drydock, the sea connections were opened up, overhauled and examined, also the underwater body cleaned and given two (2) coats of paint, supplied by the Owners.

(Signed) S. F. BOOMER  
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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