

22 SEP 1944

IN D.O.

STEEL STEAMER ~~OR MOTORSHIP~~

31 AUG 1944

Received at London Office.

2077

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

State if Report is sent on the Machinery of the Vessel. YES

Date of completion of report 19 JULY 1944

Port of MOBILE, ALABAMA

No. 2077

Survey held at MOBILE, ALABAMA

Date First Survey 24 MARCH 1944

Last Survey 19 MAY 1944

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

TWIN SCREW STEAMER "EL LIBERTADOR", MACHINERY AMIDSHIP

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

State Type of Erections Forecastle + Bridge.

TONNAGE under Tonnage Deck....

959

CLASS GERM. LLOYD A

W. FREEBOARD

State if with freeboard as condition of Class

YES

Built at DANZIG

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 73.14m

Breadth (greatest moulded)

B 12.19

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

D 4.57

Launched 1929

Yard No. S. 59

Builders DANZIGER WERFT (THE INTERNATIONAL S.B. & E. CO. LD.)

Owners KONINK. NEDERL. STOOMB. MAATS. N.V.

Managers —

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

Residence

Port of Registry AMSTERDAM

If surveyed while building, afloat, or in dry dock

AFLOAT AND IN DRY DOCK

REGISTERED DIMENSIONS.

FEET.

Length 73.14m.
Breadth 12.19
Depth 4.57

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

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

Do. Long Bridge to top of keel

Draught Moulded

3.81m

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 #0-127	572				Bracket Floors, Frame	170	75	9.0	
" " from 3/8 length amidships to Collision bulkhead	572				" " Reversed Frame	170	75	8.0	
" " in peaks	572				" " Vertical Struts	75	75	7.5	
IDE FRAMING.					" " Boiler Room	75	75	9.5	
Frame Amidships, Angle, E or F #8-102	150	75	7.5		Centre Girder, depth and thickness amidships in Boiler Room	800	10		
" " Extends up to BRIDGE DECK					" " top Angles SINGLE	75	75	9.0	
Reversed Frame Amidships, Angle, —					" " DOUBLE in ER + BR	75	75	11.0	
" " Extends up to —					" " bottom Angles SINGLE	90	90	11.0	
Depth of Framing Girder					" " DOUBLE in ER + BR	90	90	11.0	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F					Side Girders, No. each side and thickness in BR	75			
" Second 'tween Decks, Angle, E or F					" " in BR	9.5			
" Third " " "					Margin Plate depth (excl. of flange) and thickness in B.R.	700	8.5		
0.2 from Stem from 1/2 len. from 15% len. from Stem	165	75	11.5		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	75	75	9.5	double
from 0.15 len. from Stem to Coll. Bulkhead	200	75	9.0		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	160	80	13.0	T in way of oil tanks
in Peaks, Angle, E or F	140	75	9.5		" " Gussets, spacing and scantling abaft 1/4 len. from stem	75	75	9.5	
Reversed Frames in Peaks, Angle, E or F	100	75	9.0		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	200	250	7.5	on each frame
Ameter and Spacing of Rivets through Frame and Shell Plating amidships	919	133			Tank Side Brackets, height above base line at toe of Frame and thickness in BR + Side Fuel Oil Tanks	1000	8.0		top flange 75
te if Frame Joggled	NO				" " in BR + Side Fuel Oil Tanks	1200	10.0		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?					INNER BOTTOM PLATING.				
the scantlings and arrangements in way of the bottom Forward in accordance with the Rules and/or as approved?					Breadth and thickness of Middle Line Strake	1040	9.0		
GLE BOTTOM.					" " in ER.	900	16.0		
Floors, Depth and thickness at mid-line in Hold	550	9.0			Thickness of remainder in Holds	1040	11.5		
Height of Brackets at side above base line at toe of frame	1200				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?	8.00			
Middle Line Keelson, on Floors, Angles, E or F					BEAMS.				
" " Through Plate or Intercoastal Plate	700	10.0			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	140	75	8.5	
" " Foundation Plate on Floors	430	9.0		Each Side	" " in way of Bridge, Angle, E or F	140	75	8.5	
" " Flat Plate Keel Angles	100	100	13.0	Double	Spacing	165	75	10.0	in way Side Fuel Oil Tanks
le Keelsons, No. each side	1				Second Deck, amidships, Angle, E or F	572			
" thickness of Intercoastal Plate	9.0				Spacing				
" Angles TOP against Shell	140	90	9.5	DOUBLE	Third Deck, amidships, Angle, E or F				
DOUBLE BOTTOM.					Spacing				
Solid Floors, thickness and spacing	75	75	9.0	SINGLE	Fourth Deck, amidships, Angle, E or F				
" " Are Frame and Reversed Frame joggled?	75	76	7.5		Spacing				
Bracket Floors, breadth and thickness at middle line	900	7.5		with 65 Flange	Poop Deck, Angle, E or F				
" " breadth and thickness at margin plate	625	7.5		with 65 Flange	Spacing				

PILLARS AND DECKS.
PILLARS, No. of Rows... 2
in 'tween Decks, Size and Spacing...
in Holds on frames 71x108
Centre Line Bulkhead.
Stiffeners and Spacing... none
Plating, thickness of...
STRINGERS AND DECKS.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells
Stringer Plate, breadth and thickness in way of Bridge
Angle in Wells
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.
If Sheathed, material and thickness
Second Deck.
Stringer Plate, breadth and thickness in Wells

SHELL PLATING.
SCANTLINGS.
STRAKES.
AS IN VESSEL.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
EDGES.
RIVETING.
BUTTS.
STRAPPED LAPPED.
FLAT PLATE KEEL
DBLG. (if any)
BOTTOM PLATING, No. of Strakes
BILGE PLATING, No. of Strakes
SIDE PLATING, No. of Strakes
UPPER DECK, Sheer-strake in Wells
UPPER DECK, Sheer-strake in Bridge
STRAKE BELOW Sheer-strake in Wells
STRAKE BELOW Sheer-strake in Bridge
POOP SIDE PLATING
BRIDGE SIDE PLATING
FO'CASTLE SIDE PLATING

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel
Extending to Upper Deck (Sec. 3 c)
Deck next below
As per Rule
STIFFENERS.
VERTICAL.
HORIZONTAL.
MIDSHIP BULKHEAD, Upper tween decks
Second
Third
Holds
COLLISION (in Hold)
AFTER PEAK
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Has the Steel been tested as required by the Rules?

EQUIPMENT No.
LETTER
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.
1st Bower
2nd
3rd
Collective Weight
Stream
Warp
CHAIN CABLES.
HAWERS 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.
Steering Gear, Type (Power or hand)
Steering Chains (Size and Test)
Ceiling in Holds, thickness and material
Cargo Hatchways. (Upper Deck)
Size of Hatchways No. 1 (Fwd.)
Number of Shifting Beams
Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel.
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo.
Oil fuel is carried in D.B. tanks from frame 43 to 62 inclusive, approx. 76.8 tons, copper.
Same at both ends, also in two (2) side tanks each side, port and starboard, the one from frame 43 to 51, the other from frame 57 to 63 inclusive and extending from D.B. tank top to main deck and from shell plating to long bulkhead approx. 3350 cu in.
Board capacity of after side tanks 117.24 tons and of forward side tanks 88.02 tons.
Total oil fuel capacity approx. 282.06 tons.
On the Midship Section is the following note found: "Frames in fuel oil tanks (amidship) not strengthened as frame profiles are stronger than required".
Amount of Entry Fee
Special Survey Fee
Travelling Expense, if any
whether the Vessel has been built under Special Survey
Committee's Minute
Character assigned
Examiners
Date of issue
Signature
Record

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 List of the Plans should be embodied.)

FOLLOWING PLANS ARE ATTACHED - TWO OF EACH: NO SISTER VESSELS BUILT.

MIDSHIP SECTION

GENERAL ARRANGEMENT

SHELL EXPANSION

DECK PLATING

RUDDER & STERNPOST

An almost complete hull survey was carried out during March and April 1944 at this Port while the vessel was afloat and on drydock; the following parts were examined and overhauled, viz:

Vessel's bottom and sides, rudder, decks, casings, ventilators, hatchways and covers, closing appliances, holds, store rooms, machinery spaces, structures under boilers, fore and after peak tanks, fuel oil and double bottom tanks, general equipment, masts, derricks and rigging, steering gear and windlass.

Fore and after peak tanks, fuel oil and double bottom tanks tested to Rule requirements.

To complete the Hull Survey a large amount of damage to shell plating and frames requires to be faired and repaired and a number of deck plates on after main deck renewed, as required. Wedges to be removed for examination of the masts.

The vessel is otherwise in good and efficient condition throughout and eligible, in my opinion, to be classed 100 A1 with freeboard with date of survey 4,44 and notation of S.S.No.3 Mob. 4,44, when the damaged shell plating and frames being faired and repaired and the after main deck plating being renewed, as required. Wedges being removed at Owners' convenience.

The vessel has been given record of survey 4,44 and notation of EXAMINED 4,44 for twelve (12) months.

PARTICULARS OF ELECTRIC WELDING (if employed) No welding employed.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. This vessel was built 1939 and then classed with "GERMANISCHER LLOYD" 100 A1 with Freeboard (3.81 m). but has been under Supervision of "LLOYD'S REGISTER OF SHIPPING" since 1940 under the existing year to year "EXAMINED" procedure.

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 12500

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated no Poop but B.D. extends to after end

Official No. 4042 (DUTCH) Signal Letters PDXD & BNWR Extreme Breadth over Belting 12.238 m Over-all Length 76500 m

No. and Material of Decks Main Deck of steel w. various covering in way of accommodation - Forecastle & Bridge Decks of steel covered w. teakwood and various covering in way of accommodation - top of deckhouses of teakwood.

Parts of Bottom of Vessel coated with cement or approved composition Fore & After Peaks, Nos 1 & 2 D.B. tanks and open bottom in way of after tunnel recess coated w. Bitumastic - Nos 3 & 5 D.B. Tanks coated w. cement & cement wash.

Particulars of composition (if fitted) and of approval "Bitumastic", BRIGGS or similar, free from Tar oils, Tar acids and naphtha

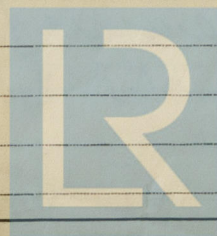
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	m. Feet.	Tons.		m. Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	frame 118 - stem	5500
Double bottom, under Engines and Boilers,	—	—	After peak tank,	" 7 - stem	4000
Double bottom, if under Engines only, frame 27-43	9152	57.72	Deep tank, aft,	—	—
Double bottom, if under Boilers only, " 43-64	12012	74.8	Deep tank, forward,	—	—
Double bottom, forward, " 64-118	30888	164. -	Other tanks, if fitted, 2 side tanks p.s. in boiler room	—	—
Total length (if continuous) and Capacity	173 -	223.72	(If necessary, furnish further information by sketch.)	—	—
D.B. tank under Boilers, frame 43-64 for oil fuel only					

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits