

STEEL STEAMER or MOTORSHIP.

Received at London Office 3-AUG-1948

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

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

Date of completion of report 16TH JUNE 48

Port of GALVESTON TEXAS

No. 5005

Survey held at GALVESTON TEXAS

Date First Survey 26TH MAY. 48Last Survey 9TH JUNE

1948

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

S.S. THEOBALDIUS

EX SILVER CREEK

MACHINERY FITTED AFT. SINGLE SCREW

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

FULL SCANTLING

State Type of Erections PROP. BRIDGE & FORECASTLE

TONNAGE under Tonnage Deck

CLASS 100A1

State if with freeboard as condition of Class

No

CARRYING PETROLEUM IN BULK

FEET.

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

L 503

Breadth (greatest moulded)

B 68

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

D 39.25

1st Longitudinal Number (L x D)

= 19743

2nd Numeral L x (P + D)

= 53947

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

-

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

12.8

Do. Long Bridge to top of keel

-

Draught Moulded

Built at PORTLAND OREGON.

Launched

Yard No. 145

Builders KAISER CO INC

Owners ANGLO-SAXON PETROLEUM CO LTD

Managers

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

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

AFLOAT AND IN DRYDOCK.

REGISTERED DIMENSIONS.

FEET.

Length 506.5

Breadth 68.2

Depth 39.2

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 (FLOOR)	SEE REPORT 1*		Bracket Floors, Frame	
DEEP TANK FR 75-89	27		Reversed Frame	
from 3/4 length amidships to Collision bulkhead	24		Vertical Struts	
in peaks			Centre Girder, depth and thickness amidships	81.5 56
SIDE FRAMING.			top Angles	
Frame Amidships, Angle, [or [bottom Angles	
Extends up to			Side Girders, No. each side and thickness	2 46
Reversed Frame Amidships, Angle			UNDER ENGINES	
Extends up to			Margin Plate depth (excl. of flange) and thickness	
Depth of Framing Girder	SEE RPT 1*		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	
Frames in Uppermost Continuous 'tween Decks, Angle [or [Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	
Second 'tween Decks, Angle, [or [Gussets, spacing and scantling abaft 1/4 len. from stem	
Third			Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	
from 1/2 len. for'd. to 15% len. from Stem	8 4 17.2		Tank Side Brackets, height above base line at toe of Frame and thickness	68 56
in Peaks, Angle [or [AFT PEAK	ALL E.W.		INNER BOTTOM PLATING. AFT	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	No		Breadth and thickness of Middle Line Strake	68 56
State if Frame Joggled			Thickness of remainder in Holds	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	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
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	"		BEAMS.	
SINGLE BOTTOM. CARGO TANKS			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 Intercoastal Plate	90 x 50	WITH 17"x1" RIDER PLATE	Second Deck, amidships, Angle, [or [
Foundation Plate on Floors			Spacing	
Flat Plate Keel Angles	ALL E.W.		Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing	
thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or [
Angles			Spacing	
DOUBLE BOTTOM. AFT			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing	47 26.5		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.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	✓		✓	
" in 'tween Decks, Size and Spacing.....	✓		✓	
" " " " "	✓		✓	
" in Holds " "	✓		✓	
" " " " "	✓		✓	
LONGITUDINAL Centre Line Bulkheads in Cargo Tanks	17'-6" FROM CL. (A+S) ✓			
Stiffeners and Spacing. HORIZ. CORRUGATED BULKHEAD PLATING				
DEPTH OF CORRUGATIONS 12'-6" SPACED 6'-0" APART AND 39/45' x .50 WEBS				
Plating, thickness of.....	.58	.42		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	84 ✓	94 ✓	41 ✓	
" " " " in way of Bridge	84 ✓	1-13 ✓		
" Angle in Wells	✓			
Thickness of Plating abreast Deck openings } in way of Wells82 ✓	.69 ✓		
Thickness of Plating abreast Deck openings } in way of Bridge82 ✓			
Thickness of Plating within line of openings..	.82 ✓	.37 ✓		
If Sheathed, material and thickness	-			
Second Deck.				
Stringer Plate, breadth and thickness in Wells	.44 ✓			
(DRY HOLD + FORD of Bridge }			✓	
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..	REMAINDER		✓	
If Sheathed, material and thickness.....			✓	
Third Deck.				
Stringer Plate, breadth and thickness.....			✓	
If Plated, state thickness.....			✓	
Fourth Deck.				
Stringer Plate, breadth and thickness.....			✓	
If plated, state thickness.....			✓	
Poop Deck.				
Stringer Plate, breadth and thickness.....			✓	
Plating, Sheathing, material and thickness.....	REMAINDER		✓	
Bridge Deck.				
Stringer Plate, breadth and thickness.....			✓	
Plating, Sheathing, material and thickness.....	REMAINDER		✓	
Forecastle Deck.				
Stringer Plate, breadth and thickness.....			✓	
Plating, Sheathing, material and thickness.....	REMAINDER		✓	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?.....	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	78 ✓	.81 ✓	.81 ✓	.81 ✓									
" DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. } of Strakes }	A B c	.75 ✓	.52 ✓	.52 ✓	STRAKES ABC MAINTAIN .76 TO FORE PEAK BULKHEAD MIN THICKNESS BELOW L.W.L. FORD .57 ✓ TO SPACING MIN THICKNESS BELOW L.W.L. FORD .57 ✓								
BILGE PLATING, No. of } Strakes }	D E	.80 at 36' ✓	.76 at 29' LONG ✓	.48 ✓									
SIDE PLATING, No. of } Strakes }	F G H	.66 ✓	.48 ✓	.48 ✓									
UPPER DECK, Sheer- } strake in Wells }	K 55½		1.12 TO 1.26	.72 ✓									
UPPER DECK, Sheer- } strake in Bridge..... }	K 55½	1.26 ✓											
STRAKE BELOW Sheer- } strake in Wells }	J 86½		.75 ✓	.59 ✓									
STRAKE BELOW Sheer- } strake in Bridge..... }	J 86½	.77 ✓											
POOP SIDE PLATING62 ✓ .44 ✓									
BRIDGE SIDE PLATING.....		.59 ✓ .48 ✓											
FOREC'TLE SIDE PLATING44 ✓									

WATERTIGHT BULKHEADS. / NOT FOR RECORDS

Total No. of **W.T. BULKHEADS** in Vessel— ON FRS 9. 20/31. 45/46. 47. 50. 53.
56. 59. 62. 65. 68. 71. 73. 75/77. 89.
 Extending to Upper Deck (Sec. 3 c) 15
 " Deck next below 14.
 As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	-			
STEM		MS SHAPED 63" x 83"		
STERN FRAME	{ Propeller Post { Rudder " - -	CS SHAPED		
Speed of Vessel.....				
RUDDER—Type		CONTRA-GLIDE		
" A X D		AREA 212 SQ. FT. COFA 2.89 ABAFT CLOF PINTLE		
" Diam. of head		13 1/2"		
" Mainpiece at top pintle		MS 11" x 2"	} WITH 1" OD x 1/8" THW STEEL TUBE	
" " heel		MS 11" x 2"		
" how constructed		BUILT & EW		
" double or single plate		50"		
" coupling, vertical or				
" horizontal		HORIZONTAL	(6 x 3/4" DIA BOLTS	

STIFFENERS.

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					HORIZ CORRUGATED BULKHEAD DEPTH OF CORRUGATION FROM FRAME LINE 10'-6" CORRUGATIONS SPACED 5'-0" APART			
"	"	Second	"					
"	"	Third	"	WEBS 6" x 50' - 47' 6" x 47' 46" TO 38" TO 60" TO 44"	6" x 75' EP ON CL 10" x 75' EP 10' OFF CL 8" x 50' EP 25' "			
"	"	Holds	"					
COLLISION (in Hold) <i>No plating</i>								
AFTER PEAK					STEERING GEAR Broom MAGAZINE FLAT 8" x 4" x 50' L 15' 6" DIA			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
TO THE REQUIREMENT OF THE AMERICAN BUREAU OF SHIPPING
Has the Steel been tested as required by the Rules? ✓

PARTICULARS OF LONGITUDINAL FRAMING.

Rivets in Lugs to Shell	
Diam.	Spceg.
ALL E.W. CONNECTIONS	
ALL E.W. CONNECTIONS	

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Lower anchors over 3 grades up.

EQUIPMENT No. 55307										LETTER g +	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
SF 6396	1st Bower.....	105	0	20	-	-	-	69	4	1	24	BALDT STOCKLESS	COLUMBIA STEEL
SF 6592	2nd "	104	3	8	-	-	-	69	4	1	24	"	"
SF 6586	3rd "	104	2	16	-	-	-	69	4	1	24	"	"
	Collective Weight.	315	2	16									
SF 6599	Stream	38	3	0	-	-	-	35	7	1	8	"	"

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.	Cir.		Length.	Cir.		
PH 23392	300	2 5/16	0	0			330	2 5/16	C.S. S.L.	NATIONAL M & S. CASTING CO	PITTSBURG 30 APR 45 J. MUIR.	TOWLINE	2 x 140	2"		130	6 1/2		
																2 x			
																100	8		
																2 x			
																100	8		
Iron Steam Chain or Steel Wire	105	1 5/8	87	4	81		120	5 1/2	FLEX SWR.										

Steering Gear, Type (Power or hand) ELECTRO-HYDRAULIC No 2336 WITH TELE MOTOR. STETSON-ROSS MACHINE CO SEATTLE Alternative Means of Steering HAND PUMP UNIT

Steering Chains (Size and Test) NONE Windlass STEAM No 12 x 14 WESTERN MACHY CORP. Boats Six @ 22' x 7.5' x 3.2' (TWO MOTOR DRIVEN)

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) CIRCULAR O.T. HATCHES OF STEEL PLATES THICKNESS OF HATCHES 1/2"

Size of Hatchways No. 1 (Fwd) 4'-0" DIA No. 2 HATCHWAY TO DRY HOLD. 15' x 11'-4" No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters NONE

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 YES

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Oil used as fuel can be carried in the forward deep tank and in the wing tanks in the machinery space. Flash point of oil fuel above 150°F.

The vessel was built under the special supervision of Surveyors of the American Bureau of Shipping, and the vessel's condition together with the standard of workmanship and welding is considered good.

The main scantlings have been verified from the vessel and found to be in accordance with those shown on submitted drawings as enumerated on page No 4 + T2 Tanker class.

The special survey for Classification has been completed at this time (See Rpt 8).

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

The amount of Entry Fee £ : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ : Received by me, 19

Travelling Expense, if any £ : 19

I am of opinion the Vessel should be Classed 100 A1

Carrying petroleum in bulk

Signature Bloomfield

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey _____

Certificate to be sent to Owner Date of issue 29/7/45

Committee's Minute NEW YORK JUL 14 1948

Character assigned 100 A1 (Class contemplated) subject H. R. Note - Long framing (trans aft)

Carrying petroleum in bulk

Note: SS complete on Hull. Docking date 6.48

B.S. held + T.S. cl. 5.48

M.S. partly held. SS Bal - 6.48

BS 6.48

Fitted for oil fuel FP above 150°F.

elec. welded

Cruiser stern

G.C., E.S.R. D.F.

Equip. lts g +

Mach. aft.

Fitted for oil fuel

F.P. above 150°F

0033393

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.)

This vessel, a standard T2 tanker, is similar to a sister vessel ss Esso Normandie. New York Report No 48371.
The following plans of the vessel are enclosed.
Capacity Plan.
Shell plan (3 sheets)

The W.T. bulkhead on frames 25/31 separating the main propelling machinery space from the Boiler & Auxiliary machinery space below, is fitted with two (2) hinged W.T. doors, one door at the level of the double bottom tank top & the other at the level of the Boiler Room flat. As this bulkhead is not required by rule it is recommended that these hinged W.T. doors be accepted.

Crack arrestors have been fitted on deck and bottom shell - see Report 8.

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed throughout.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Longitudinal framing (trans in aft Peak)
Cernier Stern, electrically welded, gyro compass, echo sounding service, direction finder, fitted for oil fuel F.P. above 150°F. Carrying petroleum in bulk. Machinery fitted aft.

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 106 ft., R.Q.D. - ft., Bridge 36 ft., Forecastle 53 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 181744

Signal Letters GDRX

Extreme Breadth over Belting

Over-all Length 523.5

No. and Material of Decks 1 steel (2nd deck of steel in fore hold)

Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks

Particulars of composition (if fitted) and of approval

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank, FR 89 - FORD		314.23
Double bottom, under Engines and Boilers, FRS 11-44	79.0	238	After peak tank, - 9 - AFT		60.07
Double bottom, if under Engines only, COFFD 35-45	2.5	22.6	Deep tank, aft, WING TANKS (OF) FRS 36-46	35.25	803.00
Double bottom, if under Boilers only, TOTAL LENGTH 24'-6"			Deep tank, forward, FRS 75-89	31.5	759.27
Double bottom, forward,			Other tanks, if fitted, COFFD FRS 46-47	3.5	114.22
Total length (if continuous) and Capacity	81.5	260.6	(If necessary, furnish further information by sketch.)	4.8	132.94
		238			

Order for Special Survey No.

Date

Dates of Surveys held while building



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