

RECEIVED  
Rpt. 1.

16 NOV 1948

IN D.O.

56054

97

# STEEL STEAMER or MOTORSHIP.

Received at London Office 6 NOV 1948

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

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

Date of completion of report 20th September, 1948 Port of Galveston, Texas No. 5031  
Survey held at Galveston, Texas Date First Survey 31st August Last Survey 17 September, 1948  
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S/S "TROCHURUS" Machinery fitted aft Single Screw  
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop Bridge & Forecastle

TONNAGE under  
Tonnage Deck...  
Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.  
Total  
Gross Tonnage 10668  
Register Tonnage 6319

CLASS 100A1 State if with freeboard  
Carrying Petroleum as condition of Class  
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 con-  
tinuous deck to top of keel 12.8  
Do. Long Bridge to top  
of keel -  
Draught Moulded

Built at Portland, Oregon  
Launched 1945 Yard No. 140  
Builders Kaiser Co., Inc.  
Owners Anglo-Saxon Pet. 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

STERED DIMENSIONS.  
FEET.  
506.5  
68.2  
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.
S, Spacing amidships	See Rpt. 1*		Bracket Floors, Frame	-	
Deep Tank Fr. 75-89	27	✓	Reversed Frame	-	
from 1/2 length amidships to Collision bulkhead	24	✓	Vertical Struts	-	
in peaks			Centre Girder, depth and thickness amidships	81 1/2	.56" ✓
FRAMING.			top Angles	-	
Amidships, Angle, [ or [			bottom Angles	-	
Extends up to			Side Girders, No. each side and thickness	2	.46" ✓
used Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
Extends up to			Vertical Angle to Tank side		
f Framing Girder			Bracket abaft 1/4 len. from stem		
in Uppermost Continuous 'tween			Vertical Angle to Tank side		
Decks, Angle [ or [			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			Tank Side Brackets, height above base line at toe of Frame and thickness		
n Peaks, Angle 4 1/2 Aft Peak	8 1/2	17.2" ✓	INNER BOTTOM PLATING.		
r and Spacing of Rivets through Frame	All E.W.	✓	Breadth and thickness of Middle Line Strake	68"	.56" ✓
and Shell Plating amidships	No	✓	Thickness of remainder in Holds		.56" ✓
Frame Joggled	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	✓
scantlings and arrangements in the g Area in accordance with the Rules as approved?	As submitted	✓	BEAMS.		
cantlings and arrangements in way of the n Forward in accordance with the Rules as approved?	As submitted	✓	Uppermost Continuous Deck, amidships		
BOTTOM. Cargo Tanks			in Wells, Angle [ or [		
Depth and thickness at mid-line in	-		in way of Bridge, Angle, [ or [		
Holds	-		Spacing		
Height of Brackets at side above base line at toe of frame	-		Second Deck, amidships, Angle, [ or [		
Line Keelson, on Floors, Angles, [ or [	-		Spacing		
Through Plate or Intercoastal Plate	90" x .50" with 17" x 1" rider plate	✓	Third Deck, amidships, Angle, [ or [		
Foundation Plate on Floors	-		Spacing		
Flat Plate Keel Angles	All E.W.	✓	Fourth Deck, amidships, Angle, [ or [		
Keelsons, No. each side	-		Spacing		
thickness of Intercoastal Plate	-		Poop Deck, Angle, [ or [		
Angles	-		Spacing		
DOUBLE BOTTOM. Aft ✓			Bridge Deck, Angle, [ or [		
Solid Floors, thickness and spacing	.47	28 1/2 ✓	Spacing		
Are Frame and Reversed Frame joggled?	-		Forecastle Deck, Angle, [ or [		
Bracket Floors, breadth and thickness at middle line	-		Spacing		
breadth and thickness at margin plate	-				



## 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.....	-	-		(Dry Hold & Ford)	.41" ✓	.42" ✓	
" in 'tween Decks, Size and Spacing.....	-	-		Stringer Plate, breadth and thickness in way of Bridge.....	-	-	
" " " "	-	-		Thickness of Plating abreast Deck openings in way of Wells .....	-	-	
" " " "	-	-		Thickness of Plating abreast Deck openings in way of Bridge .....	-	-	
" in Holds " "	-	-		remainder	.44" ✓	.75" Machy. S	
Longitudinal " " "	-	-		Thickness of Plating within line of openings.....	.41" ✓	.42" Hold &	
Centre Line Bulkheads in Cargo Tanks 17'-6" from CL(P&S) Third Deck.	-	-		If Sheathed, material and thickness.....	-	-	
Stiffeners and Spacing Horiz. Corrugated Bulkhead Plating 12'-6" spaced 5'-0" apart & 39/45" x .50 webs	-	-		Stringer Plate, breadth and thickness.....	-	-	
Depth of Corrugations 12'-6" spaced 5'-0" apart & 39/45" x .50 webs	.58" ✓	.42" ✓		If Plated, state thickness.....	-	-	
Plating, thickness of.....	✓	✓		Fourth Deck.	-	-	
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....	-	-	
Uppermost Continuous Deck.				If plated, state thickness.....	-	-	
Stringer Plate, breadth and thickness in Wells	.84" ✓	.94" ✓	.41" ✓	Poop Deck.	.46" ✓	.38" ✓	
" " " " in way of Bridge	.84" ✓	1.13" ✓		Stringer Plate, breadth and thickness.....	.30" ✓	.50" ✓	
" " " " Angle in Wells .....	-	-		(remainder)	.48" ✓	.50" ✓	
Thickness of Plating abreast Deck openings in way of Wells .....	.62" ✓	.69" ✓		Plating, Sheathing, material and thickness.....	.40" ✓		
Thickness of Plating abreast Deck openings in way of Bridge .....	.82" ✓			Bridge Deck.	.43" ✓		
Thickness of Plating within line of openings..	.82" ✓	.37" ✓		Stringer Plate, breadth and thickness.....	.62" ✓	.43" ✓	
If Sheathed, material and thickness .....	-	-		(remainder)			
Second Deck. (Machy. Space) ✓	.44" ✓			Plating, Sheathing, material and thickness.....			
Stringer Plate, breadth and thickness in Wells							

## SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS. NOT FOR REPAIR

Total No. of W.T. BULKHEADS in Vessel—
 

Frs.	9	25/31	45/46	47
50,	53,	56,	59,	62,
68,	71,	73,	75/77,	89

Extending to Upper Deck (Sec. 3 c).

" — Deck next below.

As per Rule.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks			Hor. Depth of Corrugation from Frame Line 10'-6" Corrugations spaced 5'-0"			
"	"	Second	"	6" x 50" ✓ 47" 8" x 75" F.P. on CI 50" to 6" x 47" ✓ 10" x 72" F.P. 10" 46" 6" x 47" 8" x 50" ✓ "25"		
"	"	Third	"	38" to 6" x 4" x 38" 60" 10" x 4" x 44" 30"		
"	"	Holds	"	38" to 4" x 2" x 38" 60" 5" x 3 1/2" x 38" 30"		
COLLISION		(in Hold)	No	Steering		
AFTER PEAK			PLANS	Room & Pass		
				8" x 4" x 50"		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Area for Plating.
KEEL, Bar .....	-			
STEM .....	M.S. Shaped.	.63"-	.8	
STERN FRAME { Propeller Post .....	C.S. Shaped			
{ Rudder " .....	-			
Speed of Vessel.....				
RUDDER—Type .....	Contra-Guide	✓		
" A X D .....	Area 212 sq. ft.			
" Diam. of head .....	C.F.A. 2.89'	abaft		
apart	132"	✓		
Mainpiece at top pintle	MS	11"x27"	wit	
" heel .....	MS	11"x27"	ste	
off " CL	Built & E.W.	✓		
" "				
how constructed.....				
" " double or single plate		.50"	✓	
coupling, vertical or	Horizontal	(6x3)	1"	
above base				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).

STEEL.

To the requirements of the American Bureau of Shipping

Has the Steel been tested as required by the Rules?



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.			RIVETING.				
		In Ship.			In Ship.						Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.							Number.	Diameter.
In Bridge 'tween Decks ...		6x	4	14.3	In Fore Peak			In Machinery Space			Diam.	Speng.	Inches.	Number.	Diameter.
from Uppermost Continuous No. 1		8x	4	17.3	6x	4	12.3	6x	4	lbs. 14.3					
" 2		8x	4	17.3	6x	4	12.3	6x	4	14.3					
" 3		9	4	17.85	6x	4	12.3	6x	4	14.3					
" 4		10	4	17.85	6x	4	14.3	7x	4	15.8					
" 5		11	4	17.85				8x	4	17.2					
" 6		11	4½	17.85	6x	4	14.3	9x	4	17.85					
" 7		12	4½	17.85	7x	4	15.8	10	4	17.85					
" 8		13	4½	17.85	7x	4	15.8	8x	4	17.2					
" 9		14	4	17.85	8x	4	17.2	8x	4	17.2					
" 10		15	4	17.85	8x	4	17.2	9	4	17.85					
" 11		15	4½	17.85				9	4	17.85					
" 12		16	4½	20.4	9	4	17.85	10	4	17.85					
" 13		17	5	20.4	9	4	17.85								
" 14		18	5	20.4	17) 10	4	17.85								
( " 15 to 26 )		19	6	20.4	18) 10	4½	17.85	15) 11	4	17.85					
( " 27 to 30 )					19) 10	4½	17.85	16) 11	4	17.85					
Amidships		2'-6" (About 3' at Bilge)					17) 11	4	17.85						
At Ends		2'-6" ✓													
Tank Top Longitudinals		Tran. Framing See Rpt. 1 ✓													
Bottom															
Longitudinals { Amidships															
		At Ends...													
Transverses.															
Depth and Thickness															
Face Angles															
Lugs to Shell*		33" Top x .50" ✓													
Depth and Thickness		36" Bottom													
Face Angles		Flanged 5" ✓													
Lugs to Shell		E. W. to Shell ✓													
Depth and Thickness		4'-6" Side ✓													
Face Angles		4.8" Centre .50" ✓													
Lugs to Shell		6" Side ✓													
Depth and Thickness		Flgd. 7" Centre ✓													
Face Angles		E. W. to Shell ✓													
Lugs to Shell															
Back Bars															
Brackets to V. Keel		4'x2'-10"x.50" Flgd. 7" (Measured from CL & Face of Transverse) ✓													
to Side Trans.		5'x3'-4"x.50" " " " Face of Transverse) ✓													
Transverse Frames		12'-2" ✓													
Inv.															
Bridge/Deck		5	3½	.31	No plans			Spacing.			Plate.	Face Angles.	Any Departure from Approved Plans to be Noted.		
Upper Inv.		8	4	.44 ✓				2'-6"			16"x.44" Flgd. 4" Spaced 12'				
Second		7	Aft 4	.38	7	Fd. 4	.38	2'-6" ✓			24"x.50" " 5" ✓				
Third								2'-6" ✓			18"x.44" " 4" ✓				

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

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.

*James T. H. H. H.*

Lloyd's Register  
Foundation

0024 3



EQUIPMENT No. _____												LETTER <u>gt</u>		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
SF6261	1st Bower.....	105	0	10	✓	-	-	69	4	3	8	✓	95	Baldt	Columbia	9th Jan., '45 E.L. Helms
SF2634	2nd " .....	105	0	0	✓	-	-	69	4	3	8	✓	95	"	Steel Co.	2nd Jan., '45 "
SF6262	3rd " .....	104	2	16	✓	-	-	69	4	3	8	✓	71	"	"	9th Jan., '45 "
	Collective Weight	314	3	7	✓	-	-					✓	271			
68	Stream .....	38	2	18	✓	-	-	35	7	1	8	✓	28	"	"	All San Francisco 9th Jan., '45 "
CHAIN CABLES.																

CHAIN CABLES.										HAWSERS AND WARPS.							
Length and size supplied.	Length.	Diam.	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.	
			Statu-tory.	Break-ing.	Supplied.	Per Rule.	Cwts.						Length.	Cir.		Length.	Cir.
300 2 5/16	✓	✓	✓	✓	829-3-7	✓	-	330	2 5/16	C.S. National Malleable & Steel Castings Co.	Pittsburg 31st Mar., '45 John R. Smith	HAWSERS & WARPS	2 x 140	2"	110.0	130	6 1/2
105 1 5/8	✓	✓	✓	✓				120	5 1/2	Flex SWR	Vancouver, B.C. 23rd Feb., '45 W. N. Kelly	"	4 x 100	3 1/2"	-	4@ 100	8"

ing Gear, Type (Power or hand) Electric Hydo with Telemotor, Stetson Ross Mach. Co., Seattle Alternative Means of Steering Hand pump ✓

ing Chains (Size and Test) None Windlass Steam 12" x 14" ✓ Boats 6 at 22' x 7.5' x 3.2' Hess Ersted Ironworks, Oregon (two motor driven) ✓

in Holds, thickness and material None ✓ Cargo Battens, thickness, material and spacing None ✓

Hatchways.—(Upper Deck) Circular O.T. Hatches of Steel Thickness of Hatches 1/2"

To cargo tanks 4'-0 1/4" Ford. Plates & Sections E.W. ✓

Hatchways No. 1 (Fore) 4'-0" Aft No. 2 No. 3 11'-4" No. 4 No. 5 No. 6

of Shifting Beams) None ✓

for Fore and Afters)

Builder's Signature \_\_\_\_\_

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).

il used as fuel can be carried in the forward deep tank and in the wing tanks in the machinery

. Flash point of oil fuel above 150° F. ✓

ne vessel was built under the special supervision of Surveyors of the American Bureau of Ship-

and the vessel's condition together with the standard of workmanship and welding is considered

actory. ✓

ne main scantlings have been verified from the vessel and found to be in accordance with those

on submitted drawings as numerated on page No. 4 and T2 tanker class. ✓

ne special survey for Classification has been completed at this time (see Rpt. 8). ✓

rticulars of the vessel's equipment taken from the endorsed test certificates issued by the

an Bureau of Shipping. ✓

t of Entry Fee ..... £ : : Fees applied for, \_\_\_\_\_

pecial Survey Fee..... £ See Rpt: 8 \_\_\_\_\_

elling Expense, if any £ : : \_\_\_\_\_

er the Vessel has been built under Special Survey ABS.

o be sent to Anglo Saxon Pet Co London Date of issue 6/7/50.

ittee's Minute / NEW YORK OCT 20 1948

cter. assigned 100A1-9, 4 P GAL. subject

Carrying Petroleum in bulk

With 100 oil fuel F.P. above 150°F.

S.S. GAL. 9,48 B.V. 9,48 T.V. 9,48

Classed 9.48

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100A1

Carrying petroleum in bulk

Signature James T. L. L. L.

Surveyor to Lloyd's Register of Shipping.

NOTE—ELEC. WELDED

LONG FRAMING—

CAUTION STERN—

MCHY AFT.

D.F.E.S.D.-GYC

2 WT B (PT) 100 lbs.

CL

Lloyd's Register Foundation



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 a List of the Plans should be embodied.)

This vessel, a standard "T2 tanker" is similar to a sister vessel S/S "Mesa Verde", Galveston Report No. 5006. ✓

The following plans of this vessel are enclosed -

Capacity Plan

Shell Expansion (3 sheets)

Rudder

The W. T. bulkhead on frames 25/31 separating the main propelling machinery space from the Boilers and Auxiliary machinery space below, is fitted with 2 hinged W. T. doors, one door at the level of the double bottom tank top and 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 arresters have been fitted on deck and bottom shell (See Rpt. 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) cruiser stern, electrically welded, gyro compass, echo sounding device, 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. 181823

Signal Letters GDTJ

Extreme Breadth over Belting None

Over-all Length 523.5' ✓

No. and Material of Decks 1 steel (2nd deck of steel in forward 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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, Fr. 89 - Ford		314.23
Double bottom, under Engines and Boilers, Fr. 11-44	79.0 ✓	238	After peak tank, " 9 - Aft		60.07
Double bottom, if under Engines only, Coff. 35-45	2.5 ✓	22.6	Deep tank, aft, Wing Tanks (O.F.) Frs. 36-46		803.00
Double bottom, if under Boilers only, 24-6			Deep tank, forward, Frs. 75 - 89	31.5	759.27
Double bottom, forward,			Other tanks, if fitted, Coff. Frs. 46-47		114.22
Total length (if continuous) and Capacity	81.5 ✓	260.6	(If necessary, furnish further information by sketch.)		132.94
		238.0			

Order for Special Survey No. —

Date —

Dates of Surveys held while building



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Total No. of Visits

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