

## STEEL STEAMER OF MOTORSHIP

23 JUN 1942

Received at London Office

WRECK

SECTION

No. 800 D 7654

State if Report has been sent on the Freeboard of the Vessel No

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

Date of completion of report 16th April 1942

Port of Baltimore, Maryland

Survey held at Sparrows Point, Md.

Date First Survey 8th July, 1941

Last Survey 18th February

19 42

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

Steel Single Screw Steamer "CATANBA" ✓

Machinery Aft

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

Full Scantling

State Type of Erections P. B. &amp; F.

TONNAGE under 8947  
Tonnage Deck...)

GLASS # 100 A1

State if with freeboard as condition of Class No

Built at Sparrows Point, Maryland

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Carrying petroleum in bulk

FEET.

Launched 23rd Dec. 1941 Yard No. 4356

Total -

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) L 488.42

Breadth (greatest moulded) B 68.00

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.00

Builders Bethlehem Sparrows Point Shipyard, Inc.

Gross Tonnage 9930

1st Longitudinal Number (L x D) = 18072

Owners Socony-Vacuum Oil Co. Inc.

Register Tonnage 5907

2nd Numeral L x (B + D) = 51284

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

Residence 26 Broadway, New York

## REGISTERED DIMENSIONS.

FEET.

Length 488.3

Breadth 68.3

Depth 36.9

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.2

Do. Long Bridge to top of keel

Draught Moulded

Port of Registry New York

If surveyed while building, afloat, or in dry dock While Building

## 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	Long <sup>tl</sup>	See Rpt. 1*	Bracket Floors, Frame	-	
In Fore Hold			" Reversed Frame	-	
" from 1/2 length amidships to Collision bulkhead	27	✓	" Vertical Struts	-	
" in peaks	24	✓	Centre Girder, depth and thickness amidships	54	.56
SIDE FRAMING.			" top Angle None... Welded to		
Frame Amidships, Angle, [ or [	See Rpt. 1*		" bottom Angle Keel and Tank Top		
" Extends up to	-		Side Girders, No. each side and thickness	-	.46
Reversed Frame Amidships, Angle	-		Margin Plate depth (excl. of flange) and thickness	-	
" Extends up to	-		" Vertical Angle to Tank side	-	
Depth of Framing Girder	-		" Bracket abaft 1/2 len. from stem	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	-		" Vertical Angle to Tank side	-	
" Second 'tween Decks, Angle, [ or [	-		" Bracket from forward 1/2 len. from stem to Panting Area	-	
" Third " " " "	-		" Gussets, spacing and scantling abaft 1/2 len. from stem	-	
" from 1/2 len. for'd. to 15% len. from Stem	-		" Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	-	
" in Peaks, Angle or Inverted	8 4 .50	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	-	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	welded	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake	-	.56
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Bulk	-	.56
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	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?	-	-
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	-		Uppermost Continuous Deck, amidships in Wells, Angle, [ or [	See Rpt. 1*	
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 Intercostal Plate	-		Second Deck, amidships, Angle, [ or [	-	
" Foundation Plate on Floors	-		Spacing	-	
" Flat Plate Keel Angles	-		Third Deck, amidships, Angle, [ or [	-	
Side Keelsons, No. each side	-		Spacing	-	
" thickness of Intercostal Plate	-		Fourth Deck, amidships, Angle, [ or [	-	
" Angles	-		Spacing	-	
DOUBLE BOTTOM. IN MACHY. SPACE			Poop Deck, Angle, [ or [ Inverted	5 3 1/2 .38	
Solid Floors, thickness and spacing	.46	28 1/2	Spacing	24 & 28-1/2	
" Are Frame and Reversed Frame joggled?	None - Welded to Shell and Tank Top		Bridge Deck, Angle, [ or [	Long <sup>tl</sup>	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" breadth and thickness at margin plate	-		Forecastle Deck, Angle, [ or [ Inverted Longitudinal	-	
			Spacing	-	

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Lloyd's Register Foundation



## Rpt. 1\*

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## PARTICULARS OF LONGITUDINAL FRAMING.

S.S. "CATAWBA"

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Connection of Frames to Shell		Round Bars Continuous through Bulkheads.	
In Ship.			In Ship.			Per Rule or as approved.			Forward Only			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
lbs.			lbs.			lbs.			lbs.			lbs.			Diam. Speng.		Inches.	
Ins. Ins.			Ins. Ins.			Ins. Ins.			Ins. Ins.			Ins. Ins.			Ins. Ins.		Number. Diameter.	
aming of L, L & C			7x4x15.8			7x4x15.8			7x4x15.8			7x4x15.8			Continuous		Length	
mes in Bridge 'tween Decks ...			7x4x18.8			7x4x18.8			7x4x18.8			7x4x18.8			Continuous		Length	
mes from Uppermost Continuous Deck			7x4x15.8			7x4x15.8			7x4x15.8			7x4x15.8			Continuous		Length	
No. 1			10 3-1/2 22.4			7 x 4 x 15.8			10 3-1/2 22.4			7 x 4 x 15.8			Continuous		32" 3"	
" 2			10 3-1/2 22.4			7 x 4 x 15.8			10 3-1/2 22.4			7 x 4 x 15.8			Continuous		32" 3"	
" 3			10 3-1/2 24.8			8 x 4 x 17.2			10 3-1/2 24.8			8 x 4 x 17.2			WEIDED		32" 3"	
INVERTED ANGLE			9 4 21.3			8 x 4 x 17.2			9 4 21.3			8 x 4 x 17.2			ON		32" 3"	
" 5			9 4 22.9			8 x 4 x 19.6			9 4 22.9			8 x 4 x 19.6			ON		32" 3"	
" 6			12 3-1/2 24.5			TRANSVERSE			12 3-1/2 24.5			TRANSVERSE			ON		32" 3"	
" 7			12 3-1/2 24.5			TRANSVERSE			12 3-1/2 24.5			TRANSVERSE			ON		32" 3"	
" 8			12 3-1/2 26.5			TRANSVERSE			12 3-1/2 26.5			TRANSVERSE			ON		32" 3"	
" 9			15 3-3/8 27.5			TRANSVERSE			15 3-3/8 27.5			TRANSVERSE			ON		32" 3"	
" 10			15 3-3/8 27.5			FRAMING			15 3-3/8 27.5			FRAMING			BOTH		32" 3"	
" 11			15 3-3/8 27.5			FRAMING			15 3-3/8 27.5			FRAMING			BOTH		32" 3"	
" 12			15 3-3/8 33.6			FRAMING			15 3-3/8 33.6			FRAMING			BOTH		32" 3"	
" 13			15 3-3/8 33.6			FRAMING			15 3-3/8 33.6			FRAMING			BOTH		32" 3"	
" 14			18 4 38.3			FRAMING			18 4 38.3			FRAMING			BOTH		36" 3"	
" 15			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 16			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 17			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 18			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 19			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 20			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 21			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 22			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 23			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 24			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 25			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 26			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 27			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
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" 32			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 33			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 34			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 35			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 36			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 37			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
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" 103			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
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" 120			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 121			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36" 3"	
" 122			18 4 44.4			FRAMING			18 4 44.4			FRAMING			BOTH		36"	

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.



EQUIPMENT No.				LETTER <i>f</i>		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
13216	1st Bower ...	11060	11060	149550	11088	Powell Stockless	Atlantic	Phila. 9/9/40 J.V.C. Malcolmson
13218	2nd " ...	10066	10066	141424	10080	" "	Steel	" " " "
13208	3rd " ...	8724	8724	128813	8680	" "	Castings	" 26/8/40 H.B. Cording
	Collective weight.	29850	29850		29848			
	Stream .....	3730	3730	69670	3710	" "	Co.	" 9/9/40 J.V.C. Malcolmson

13220 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.
	Fathoms. Diam.	Stat. Break. ing.	Supplied. Per Rule.	Fathoms. Ins.					Fathoms. Ins.	Tons.	Fathoms. Ins.
1468	300 2-9/16	368340	115708 110800	300 2-9/16	C.S. National Stud Malleable Link & Steel Castings Co.	Cleveland, O. 12th Dec. 1940	G. Drummond	TOWLINE	130 5-1/2	84.4	130 5-1/2
		515670							2 @		2 @
								HAWSERS & WARPS	100 8" Manila		100 8"
									2 @		2 @
									100 8" Manila		100 8"
Iron Stream Chain or Steel Wire	120 5-1/8	77.3	-	120 5	Beth. Steel Williamsprot, Pa.						

Steering Gear, Type (Power or hand) **Hydro Electric American Engineering Co.** **Hand wheel on Poop House top to Aux. rams on Steering gear.**

Steering Chains (Size and Test) **Windlass Steam Boats Steel - 22' x 6.8' x 2.85'**

Ceiling in Holds, thickness and material **Cargo Battens, thickness, material and spacing**

Cargo Hatchways.-(Upper Deck) **To forward. Dry Hold 15' x 11' Thickness of Hatches Hinged Steel W. T. covers**

Size of Hatchways **No. 2 No. 3 No. 4 No. 5 No. 6**

Number of Starting Beams **Oil Tight Hatches 7' x 4' Oval**

Builder's Signature **J.A. Hodge**

**BETHLEHEM-SPARROWS POINT SHIPYARD, INC. SPARROWS POINT, MD.**

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 **tanker** 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).

This vessel has been built according to the approved plans, Secretary's letter and the Rules of this Society.

The materials and workmanship are to my satisfaction.

The vessel is intended to carry petroleum in bulk, the oil tanks, oil fuel tanks, cofferdams, peak tanks and double bottom tanks have been tested according to the Rules and found satisfactory.

The windlass and steering gear have been tried and found satisfactory.

The amount of Entry Fee ..... £ **55.00** Fees applied for, **Mar. 20, 1942**

Special Survey Fee.... £ **3362.00** Received by me, **Apr. 24, 1942**

Late and Sum. Fee **20.00**

Travelling Expenses, if any £ **79.50**

I am of opinion the Vessel should be Classed **100-A1** Carrying petroleum in bulk

State whether the Vessel has been built under Special Survey **Yes** Signature **J. Buchanan** Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **New York office** Date of issue **14/7/42**

Committee's Minute **NEW YORK MAY 27 1942**

Character assigned **+100 A1**

**Carrying Petroleum in bulk**

**Fitted for oil fuel 2, 42 F.P. above 150°F.**

**+LMC-2, 42**

**NOTE-LONG FRAMING MCHY. AFT. LLOYD'S AXCP CRUISER STERN. 2 WT B (opt) 490 lbs. Elec. light.**



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.)

Plans as Built - General arrangement

Scantling Plan

Capacity Plan

Typical Midship transverse

O. T. transverse bulkhead

O.T. Centre Line bulkhead

Approved plans - Shell expansion (aft)

Shell expansion (forward)

Transverse O. T. Bulkhead

Vertical Keel and deck girder

Transverse (midship)

Longitudinal O. T. Bulkhead

Riviting and welding details

Stern frame

Rudder

Stem

Bow framing, Sheet 1 and 2

Forepeak bulkhead

Second deck plating

Upper deck plating aft, midships, forward

Rudder stock

Poop and Bridge Bulkheads

After peak and stern framing

Inner bottom plating

Main engine foundation

Poop deck plating

Scantling plan

After peak bulkhead

Forecastle Deck plating

Bridge Deck plating

Approved plans being retained for sister vessels, Yard Nos. 4358, 9,

Interim classification certificate

Casting certificate on rudder frame, rudder stock and stern frame

This vessel is also being classed with the American Bureau of Shipping.

This vessel on 10th February 1942 when leaving the Builder's Yard to proceed on trial grounded for about 45 minutes. She was again placed in dry dock and examined but no damage was noted.

PARTICULARS OF ELECTRIC WELDING (if employed)

Lincoln Fleetweld approved rods used.

All bottom shell seams and butts flush welded

All side shell and deck plating butts flush welded (seams riveted)

All internal connections throughout welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying petroleum in bulk.

Cruiser stern, Machinery aft, Lloyd's A & C.P. Fitted for oil fuel, Longitudinal framing,

Butts and seams of bottom shell plating and butts of side shell plating and deck plating electrically welded.

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

1st Bower	Head	7675 lbs.	H.B.C. , 13216, 9th Sept. 1940
2nd "	Head	6921 lbs.	H.B.C. , 13218, 9th Sept. 1940
3rd "	Head	5989 lbs.	W.H.R. , 13208, 26th August 1940

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106 ft., R.Q.D. - ft., Bridge 34 ft., Forecastle 49.5 ft.

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

Official No. 241358 Signal Letters K P H U Extreme Breadth over Belting - Over-all Length 501.38

No. and Material of Decks one deck - Steel

Parts of Bottom of Vessel coated with cement or approved composition F and A peaks - cement on bottom, bitumastic on sides

In double bottom - bitumastic enamel

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,	-	297
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	79
Double bottom, if under Engines only, F.W.	78.4	156	Deep tank, aft,	-	893
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity	-	-	(If necessary, furnish further information by sketch.)	-	-

Order for Special Survey No. 39-4

Date 16/11/39

Dates of Surveys held while building

1941 - July 8, 24, Aug 1, 8, 28, Sept 5, 9, 18, 23, 26, 30, Oct. 8, 15, 27, 30  
Nov. 11, 17, 24, 26, 28, Dec. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 20, 23, 30  
1942 Jan. 5, 15, 19, 29, 30, 31, Feb. 3, 12, 18

Total No. of Visits 48