

Rpt. **WRECK**  
**SECTION**  
No. 859

**STEEL STEAMER OR MOTORSHIP.**

29 APR 1948

**WRECK**  
**SECTION**  
No. 859

39721

Date of completion of report 10th February 1948 Port of Seattle  
Survey held at Seattle Date First Survey 13th October 1947 Last Survey 20 February 1948  
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.S. "MINERVE" ex "Donner Lake" (machinery fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge and Forecastle

TONNAGE under Tonnage Deck....	CLASS 100 A 1	State if with freeboard as condition of Class	No	Built at <u>Portland, Oregon</u>
Do. of space or spaces between Tonnage Dk. and Upper Dk.	Carrying petroleum in bulk			in <u>1944</u> Yard No. <u>66</u>
Net Tonnage <u>10448</u>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)		L 503	Builders <u>Kaiser Co. Inc.</u>
Gross Tonnage <u>6301</u>	Breadth (greatest moulded)		B 68	Owners <u>French Government</u>
	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	Managers <u>-</u> (Where necessary to be entered in Reg. Book.)
	1st Longitudinal Number (L x D)		19743	Residence <u>-</u>
	2nd Numeral L x (B + D)		53947	Port of Registry <u>Le Havre (contemplated)</u>
REGISTERED DIMENSIONS.	Framing Depth "d," at middle of length. See Sec. 3 (1d)		-	If surveyed while <u>building</u> , afloat, or in dry dock
Length <u>504</u>	Proportions—Depth to Length — Uppermost continuous deck to top of keel		12.8	<u>afloat and in dry dock</u>
Breadth <u>68</u>	Do. Long Bridge to top of keel		-	
Depth <u>39.2</u>	Draught Moulded		-	

**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.
<b>FRAMES, Spacing amidships</b>	See Report 1*		<b>Bracket Floors, Frame</b>		
Floor) Deep Tk. Fr. 75.89	27	See also Rpt. 1*	" " Reversed Frame		
from 1/5 length amidships to Collision bulkhead	24		" " Vertical Struts		
" " in peaks aft	24		<b>Centre Girder, depth and thickness amidships</b>	81 1/2	.56
ford.			" " top Angles		
<b>DE FRAMING.</b>			" " bottom Angles		
Frame Amidships, Angle, [ or ]			<b>under engines</b>		
" " Extends up to			<b>Side Girders, No. each side and thickness</b>	2	.46
Reversed Frame Amidships, Angle			<b>Margin Plate</b> depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle [ or ]			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle, [ or ]			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " Third " " " "			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
from 1/2 len. for'd. to 15% len. from Stem		See Rpt. 1* # for Fore Peak	<b>INNER BOTTOM PLATING. (Mach. Sp.)</b>		
" in Peaks, Angle [ or ] aft Peak	8	4 17.2 framing	Breadth and thickness of Middle Line Strake	68	.56
Deep Floors in A.P.T.	.50		Thickness of remainder in Holds		.56
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	All E.W.		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	
State if Frame Joggled	NO		<b>BEAMS.</b>		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As submitted		<b>Uppermost Continuous Deck, amidships</b>		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As submitted		" " in Wells, Angle [ or ]		
<b>ANGLE BOTTOM. (in cargo oil tanks)</b>			" " in way of Bridge, Angle, [ or ]		
Floors, Depth and thickness at mid-line in Holds			Spacing		
Height of Brackets at side above base line at toe of frame			<b>Second Deck, amidships, Angle, [ or ]</b>		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>			Spacing		
" " Through Plate	90" x .50	with 17" x 1.00" rider plate	<b>Third Deck, amidships, Angle, [ or ]</b>		
" " Intercoastal Plate	-	-	Spacing		
" " Foundation Plate on Floors			<b>Fourth Deck, amidships, Angle, [ or ]</b>		
" " Flat Plate Keel Angles	Keelson E.W. to shell		Spacing		
<b>Side Keelsons, No. each side</b>			<b>Poop Deck, Angle, [ or ]</b>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			<b>Bridge Deck, Angle, [ or ]</b>		
<b>DOUBLE BOTTOM.</b>			Spacing		
<b>Solid Floors, thickness and spacing</b>	.47"	28 1/2	<b>Forecastle Deck, Angle, [ or ]</b>		
" " Are Frame and Reversed Frame joggled?			Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>					
" " breadth and thickness at margin plate					

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# PILLARS AND BECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	/	/	/		(Dry Hold & ford.) Stringer Plate, breadth and thickness in way of Bridge .....}	.41 ✓	.42 ✓	317
"      "      "      "      "	/	/	/		Thickness of Plating abreast Deck openings in way of Wells .....}			317
"      "      "      "      "	/	/	/		Thickness of Plating abreast Deck openings in way of Bridge .....}			306
"      "      "      "      "	/	/	/		Thickness of Plating remainder within line of openings.. }	.44 ✓ .41 ✓	.75 Machy. sp. .42 Hold and	1*
<b>LONGITUDINAL</b>	/	/	/		If Sheathed, material and thickness.....			F
<b>Centre-Line Bulkhead.s</b> in Cargo tanks 17'-6" from C.L.(P&S)	/	/	/		<b>Third Deck.</b>			
Stiffeners and Spacing horiz... corrugated bulkhead plating	/	/	/		Stringer Plate, breadth and thickness.....	/	/	of t
Depth of corrugations (12"-6" space 5"-0" apart and 39"/45"x	/	/	/		If Plated, state thickness.....	/	/	Bri
Plating, thickness of .10" in flange .58" - .42" .50" webs.	/	/	/		<b>Fourth Deck.</b>	/	/	m U
<b>STRINGERS AND DECKS.</b>	/	/	/		Stringer Plate, breadth and thickness.....	/	/	
<b>Uppermost Continuous Deck.</b>	/	/	/		If plated, state thickness.....	/	/	
Stringer Plate, breadth and thickness in Wells	.84"	.94	.41		<b>Poop Deck.</b>	.	.	
"      "      "      " in way of Bridge	.84	1.13			Stringer Plate, breadth and thickness.....	.46 ✓	.38 ✓	
"      Angle in Wells .....	-	-	-		Plating, (remainder) Sheathing, material and thickness.....	.30 ✓	.50 ✓	
Thickness of Plating abreast Deck openings } in way of Wells .....}	.82	(.69)	(Mach)		<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings } in way of Bridge .....}	.82				Stringer Plate, breadth and thickness.....	.48	.50	
Thickness of Plating within line of openings.. }	.82	(.37)	(Mach)		Plating, (remainder) Sheathing, material and thickness.....	.40		n, 0, 40
If Sheathed, material and thickness .....	-	-	-		<b>Forecastle Deck.</b>			YES
<b>Second Deck. (MACH. SP.)</b>					Stringer Plate, breadth and thickness.....	.43 ✓		
Stringer Plate, breadth and thickness in Wells	.44 ✓				Plating, Sheathing, material and thickness.....	.62 ✓	.43 ✓	

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—  
On Frs. 9, 25/31, 45/46, 47, 50, 53, 56, 59, 62, 65, 68, 71, 73, 75/77,  
Extending to Upper Deck (Sec. 3 c) 14

" Deck next below.

As per Rule.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Der from Ap Plans to be
89				
KEEL, Bar .....	-	-	-	-
STEM .....	M.S. shaped	.88"	.63"	
STERN { Propeller Post .....	C.S. shaped			
FRAME { Rudder " .....				
Speed of Vessel .....				
RUDDER—Type .....	Contra guide:			
" A X D .....	area 212 sq.ft.			
" Diam. of head .....	C.of A.289	abaft C.L.of		
" Mainpiece at top pintle .....	2	10" dia. steel pin		
" " heel .....				
" " how constructed .....	Built and E.W.			
" double or single plate .....	Double plate	.50"		
" coupling, vertical or .....	Horizontal			
" above base .....				

## STIFFENERS.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		Horiz. corrugated bulkhead			
" " Second "		Depth of corrugation from frame line-10" to 6"			
" " Third "		Corrugations spaced 5'-0" apart			
" " Holds ..... to .....		6'x.50"- .47"	8"x.75" F.P. on C.L.		
		54 1/2 6'x.47"	10"x.72" F.P. 10' off C.		
		46 6'x.47"	8"x.50" F.P. 25' "		
		38 6'x.4" x.38"	30" -		
COLLISION " (in Hold) ..... to .....		60" 10' x 4 1/2" x.44"			
AFTER PEAK " No plans to .....		38" 4' x 3 3/8" x.38"	30" Stg. Gear B.B.M.		
		44" 5' x 3 3/8" x.38"	and MAG. FLATS & 8'x4" 50" L 15'		

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

To the requirements of the American Bureau of Shipping

**Has the Steel been tested as required by the Rules?**



SS. "MINERVE" ex "DONNER LAKE"

Seattle Rpt 3729.

## 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.	lbs.	Ins.	Ins.	lbs.		Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
of <del>E-E-E-E</del> INV.		Angles or flanged plates (angles marked x)											
Bridge 'tween Decks		x6	4	14.3	In Fore Pk.			In machinery space					
om Uppermost Continuous No. 1		x8	4	17.2	x 6	4	12.3	x6" x 4" x 14.3 lbs.					
" 2		x8	4	17.2	x 6	4	12.3	x6 x 4 x 14.3					
" 3		9	4	17.85	x 6	4	12.3	x6 x 4 x 14.3					
" 4		10	4	17.85	x 6	4	14.3	x7 x 4 x 15.8					
" 5		11	4	17.85		v		x8 x 4 x 17.2					
" 6		11	4 1/2	17.85	x 6	4	14.3	9 x 4 x 17.85					
" 7		12	4 1/2	17.85	x 7	4	15.8	10 x 4 x 17.85					
" 8		13	4 1/2	17.85	x 7	4	15.8	x8 x 4 x 17.2					
" 9		14	4	17.85	x 8	4	17.2	x8 x 4 x 17.2					
" 10		15	4	17.85	x 8	4	17.2	9 x 4 x 17.85					
" 11		15	4 1/2	17.85		v		9 x 4 x 17.85					
" 12		16	4 1/2	20.4	9	4	17.85	10 x 4 x 17.85					
" 13		17	5	20.4	9	4	17.85	v					
" 14		18	5	20.4	10	4	17.85	v					
" 15		19	6	20.4	10	4 1/2	17.85	15. 11 x 4 x 17.85					
to					10	4 1/2	17.85	16. 11 x 4 x 17.85					
" 16													
26								17. 11 x 4 x 17.85					
} Amidships		2'-6" (about 3' at bilge)											
} At Ends		2'-6"											
Tank Top Longitudinals		Transverse Framing See Rpt. 1											
Bottom													
Longitudinals		} Amidships											
		} At Ends											
Transverses. in tanks.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness		33" top x .50"											
		36" bottom											
Face Angles		Flanged 5"											
Lugs to Shell		E. W. to shell.											
Depth and Thickness		4'-6" side x .50"											
		4'-8" centre											
Face Angles		Flanged 6" side											
		7" centre											
Lugs to Shell		E. W. to shell											
Brackets to vert. keel		4'-0"x2'-10" x .50" flgd. 7" (measured from C. L. and face of transverse											
" to side trans		5'-0" x 3'-4" x .50" " 6" ( " " face of transverses)											
Transverse Frames													
INV.													
L Bridge Deck		5	3 1/2	.31	No plans			2'-6"	16"x.44Flgd.4"		spaced 12'-0"		
L (INV) Upper		8	4	.44				2'-6"	2'-0"x.50"Flgd.5"				
L Second		7	4	.38	No plans.			2'-6"	1'-6"x.44 "		4"		
Third													

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. 55307

ANCHORS.

Particulars 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.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts.			
3171	1st Bower.....	104 3 18		69 11 0 8	95	Baldt Stockless	Columbia Steel Co.	Pittsburgh, 31/3/44 S.H.
3172	2nd " .....	104 2 26		69 11 0 8	95	Ditto	Ditto	Ditto
3062	3rd " .....	104 0 22		68 18 0 14	81	Ditto	Ditto	Pittsburgh, 14/3/44 S.H.
	Collective Weight.	313 3 10			271			
9821	Stream .....	38 3 0		35 19 2 16	28	Ditto	Ditto	Pittsburgh, 2-48 DWD.

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	Inch.	Statutory.	Breaking.	Supplied.	Per Rule.	Fathoms	Inch.					Fathoms	Inch.	Tons.	Fathoms	Inch.
365	270	16	10	10	748 0 9	880	330	16	C.S. S.L.	N.M. Steel Casting Co.	Pittsburgh 14th April, 1944 J.R.S.	TOWLINE	150	6 1/2	111.6	130	6 1/2
11249		2-5/16	135-4/10	189-5/10				2-5/16					2 @			2 @	6/24
11250	30	"	"	"	162 1 20					Pacific Chain & Mfg. Co.	Portland, Ore. 1/9/48	HAWSERS & WARPS	86	9		100	8"
													2 @			2 @	8"
													86	8		100	8"
Stream in or Wire	120	5 1/2		83.9			120	5 1/2	Flex. S.W.R.	Jones & Laughlin, (Pittsburgh Pa.)	Seattle 2/9/48						
		6.19						6/24									

Steering Gear, Type (Power or hand) Electro-hydraulic made by Stettson Ross Machine Co. Seattle Alternative Means of Steering 2 independent electric motors

Steering Chains (Size and Test) None Windlass Steam - made by Hesse Ersted Ironworks, Portland, Oregon Steel Boats 5 @ 22'x7'-6"x3'-2"

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

Go Hatchways.—(Upper Deck) Circular O.T. hatches of steel plates Thickness of Hatches and sections E.W.

of Hatchways No. 1 (Fore) 4'-0" dia. No. 2 - No. 3 - No. 4 - No. 5 - No. 6 - Cargo Tanks Hatchway to dry cargo hold 15'-0"x11'-3"

Number of Shifting Beams None and/or Fore and Afters

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 fore, 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 to the American Bureau of Shipping and

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

The main scantlings as shown on the submitted drawings have been verified from the vessel where exposed

to measurement and found correct.

A special survey for classification has been completed at this time - See Report 8.

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

The American Bureau of Shipping.

Amount of Entry Fee N.Y. 900.00 Fees applied for, Feb. 25 1948 (Special notations, where part of class, to be stated.)  
Special Survey Fee See Rept. 8 Received by me, I am of opinion the Vessel should be Classed 100 A 1  
N.Y. J. Todd Travelling Expense, if any 410.00 Carrying petroleum in bulk.

Whether the Vessel has been built under Special Survey

Signature J. Todd  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Date of issue 13/7/47

Committee's Minute NEW YORK APR 7 - 1948

Character assigned 100A1-2, 48 SEA. subject - carrying petroleum in bulk.  
Fitted for oil fuel F.P. above 100° F.  
Classed 2, 48 V.S. SEA-2, 48 - LMC-2, 48 subject.  
T.S. 12, 47.  
NOTE - LONGITUDINAL FRAMING - ELEC. WELDED - CRUISER STERN - DF - ESC - GYC - MCHY. AFT. 2 WT B (PT) 500 LBS ELEC. LIGHT. C.L.



GENERAL REMARKS—(The Surveyor should state the Number of Report of any Sister Vessel. Plans showing Vessel as built should be forwarded. List of the Plans should be embodied.)

The following plans of the vessel are enclosed:

- Capacity Plan
- Midship Section
- Rudder
- Shell expansion (3 sheets)
- Typical Transverse Bulkhead
- Floors in way of Inner Bottom aft

As in the case of a similar vessel S.S. "GRAVENCHON," New York Report 47899, no plans could be obtained showing the scantlings of the Fore and After Peak bulkheads and the Bridge Deck plating; test holes were drilled at this time as required, gauged and are as shown.

The W.T. bulkhead on Fr. 25/31 separating the main propelling machinery space from the Boiler and Auxiliary machinery space below is fitted with 2 W.T. doors, 1 door at the level of the D.B. tank top which is of the sliding type controlled from the Freeboard Deck and the other at the level of the Boiler Room Flat is of the hinged type. As this bulkhead is not required by rule it is recommended that the hinged W.T. door be accepted.

The ammunition chamber in the aft peak tank has been retained to serve as an Engineers' store with entrance to same by W.T.D. (hinged) cut in aft peak bulkhead at level of Boiler Room flat and it is recommended that this arrangement be accepted, the ammunition bulkheads in the peak tank being, in my opinion, inadequately stiffened and cannot be considered sufficient to form part of the main aft peak bulkhead.

Crack arrestors have been fitted on deck and shell (bottom) at this time - 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 (Transverse 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.

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 111.15 ft., R.Q.D. 108 ft., Bridge 35.75 ft., Forecastle 55.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters Extreme Breadth over Belting None Over-all Length 523.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 steel (2nd deck of steel in ford. Hold) 2nd dk. aft of cargo tanks

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, Fr. 11-44	79.0 ✓	238	Fore peak tank, Fr. 89 - ford.	-	314.2nd el
Double bottom, under Engines and Boilers, Fr. 11-44	79.0 ✓	238	After peak tank, " 9 - aft.	-	60.0
Double bottom, if under Engines only, Coff. " 35-45	2.5 ✓	(22.6 est.)	Deep tank, aft, Wing Tanks (O.F.) Frs. 36-46	33.25	803.0regist
Double bottom, if under Boilers only, 24'6"			Deep tank, forward, Fr. 75-89	31.5	759.2
Double bottom, forward, Fr. 46-47			Other tanks, if fitted Cofferdams Frs. 46-47	3.5	114.2
Total length (if continuous) and Capacity	81.5 ✓	260.6	(If necessary, furnish further information by sketch.)	4.5	132.9
		238.0			

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits