

Rpt. 1.

WRECK

SECTION

NO. 838

STEEL STEAMER or MOTORSHIP.

Received at London Office

31-AUG-1944

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 20th JUNE 1948 Port of GALVESTON TEXAS No. 1944 5006Survey held at GALVESTON TEXAS Date First Survey 26th MAY 48 Last Survey 12th JUNE 1948

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) 88 MESA VERDE 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

CLASS 100A1

State if with freeboard as condition of Class

No

Built at PORTLAND OREGON.

Launched 24th OCT 1944 Yard No. 99

Builders KAISER CO INC

Owners BRITISH TANKERS CO.

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.

WRECK
SECTION
NO. 838

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

Total

Gross Tonnage 10640

Registered Tonnage 6313

REGISTERED DIMENSIONS. FEET.

Length 506.5

Breadth 68.2

Depth 39.2

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

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	SEE RPT. 1*		Bracket Floors, Frame	-	
DOOR) DEEP TANK FR 75-89	27	✓	" " Reversed Frame	-	
from 3/4 length amidships to Collision bulkhead	24	✓	" " Vertical Struts	8 1/2	56
" " in peaks			Centre Girder, depth and thickness amidships	-	
FRAMING.			" " top Angles	-	
Same Amidships, Angle, [or]			" " bottom Angles	2	46
" " Extends up to			Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle			UNDER ENGINES		
" " Extends up to			Margin Plate		
Depth of Framing Girder	SEE RPT. 1*		depth (excl. of flange) and thickness		
Angles in Uppermost Continuous 'tween Decks, Angle [or]			" " Vertical Angle to Tank side		
" Second 'tween Decks, Angle, [or]			Bracket abaft 1/4 len. from stem		
" Third " " "			" " Vertical Angle to Tank side		
from 1/2 len. for'd. to 15% len. from Stem	8	4	Bracket from forward 1/4 len. from stem to Panting Area		
in Peaks, Angle or AFT PEAK	8	4	Gussets, spacing and scantling		
meter and Spacing of Rivets through Frame and Shell Plating amidships	ALL EW.	✓	abaft 1/4 len. from stem		
Is Frame Joggled	No	✓	" " Gussets, spacing and scantling		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS SUBMITTED	✓	from forward 1/4 len. from stem to Panting Area		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS SUBMITTED	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
DOUBLE BOTTOM. CARGO TANKS.			INNER BOTTOM PLATING. AFT		
Floors, Depth and thickness at mid-line in Holds	-		Breadth and thickness of Middle Line Strake	68	56
Height of Brackets at side above base line at toe of frame	-		Thickness of remainder in Holds	56	
Middle Line Keelson, on Floors, Angles, [or]	-		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	
" " Through Plate or Intercoastal Plate	90	x 20	BEAMS.		
" " Foundation Plate on Floors	-		Uppermost Continuous Deck, amidships		
" " Flat Plate Keel Angles	ALL EW.	✓	in Wells, Angle [or]		
Side Keelsons, No. each side	-		" " in way of Bridge, Angle, [or]		
" " thickness of Intercoastal Plate	-		Spacing		
" " Angles	-		Second Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. AFT.			Spacing		
Solid Floors, thickness and spacing	47	28 1/2	Third Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	-		Spacing		
Bracket Floors, breadth and thickness at middle line	-		Fourth Deck, amidships, Angle, [or]		
" " breadth and thickness at margin plate	-		Spacing		
			Poop Deck, Angle, [or]		
			Spacing		
			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS

PILLARS, No. of Rows.....	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
" in 'tween Decks, Size and Spacing.....	-	
" " " " "	-	
" in Holds " "	-	
" " " " "	-	
LONGITUDINAL Centre Line Bulkheads IN CARGO TANKS Stiffeners and Spacing HORIZ. CORRUGATED BULKHEAD PLATING DEPTH OF CORRUGATIONS 12-6'S PAVED S-O APART AND 39/45X .50 WEBS Plating, thickness of.....	17.6 From CL (P+S) .58 - .42	
STRINGERS AND DECK. 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. (MACHY SPACE) Stringer Plate, breadth and thickness in Wells	.44	

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS. NOT FOR RECORDS

Total No. of **W.T. BULKHEADS** in Vessel— **FRS** 9. 25/31. 45/46. 47. 50. 53. 56. 59.
Extending to Upper Deck (Sec. 3 c) 15 62. 65. 68. 71. 73. 75/77. 89.
" Deck next below — 14
As per Rule.....

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Deps from App Plans to be
KEEL, Bar	-			
STEM	MS SHAPED	63	--83	
STERN FRAME	{ Propeller Post	CS SHAPED	✓	
	{ Rudder	-		
Speed of Vessel.....	✓			
RUDDER—Type	CONTRA-GUIDE	✓		
" A X D	AREA 212 SQ FT.			
" Diam. of head	2-89" AREA CL OF PINT			
" Mainpiece at top pintle	13 1/2	✓		
" " heel	MS 11"x2"			
" how constructed.....	MS 11"x2"			
" double or single plate	WITH 17" OD x 1 1/8"			
" coupling, vertical or	STEEL TUBE			
" horizontal	BUILT + EW	✓		
"	50	✓		
"	HORIZONTAL			
"	(6x3 1/2" DIA BOLT.			

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks			Half			
			DEPTH OF CORRUGATION FROM FRAME			
			LINE 10'-6"			
			CORRUGATIONS SPACED 5'-0" APART			
"	"	Second				
"	"	Third				
"	"	Holds				
"	"	(in Hold)	No			
COLLISION						
AFTER PEAK						

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?

EQUIPMENT No. 55302															ANCHORS.		
Any Departure in Approved Plans to be Noted.	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.				
	4729	1st Bower.....	105	1	2				69	3	2	20	✓	95			
	4727	2nd "	105	0	10		✓		69	3	2	20	✓		BALDT	COLUMBIA STEEL CO.	SAN FRANCISCO 29 AUG 44 ESHERS
	4728	3rd "	104	3	18		✓		69	3	2	20	✓		"	"	"
		Collective Weight	315	1	2	✓									"	"	"
	4723	Stream	38	3	0	✓	✓		35	7	1	8	✓	271			
													28 (ex. of stock)		"	"	"
CHAIN CABLES.																	
																"	29 " 44 "

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Fathoms.	Diam.	Length.					Cir.	Length.		Cir.		
416532	255	2 5/16	117.4	189.5	707.1-15			330	2 5/16	C.S.	N M STEEL + CASTING CO	PITTSBURG 25 OCT 44	TOWLINE	2 x 140	2 1/2	92.8	130	6 1/2	
129869	15	1 1/2	32.4	41.1						S.L.	J MUIR								
1-78	15	2 5/16	✓	✓	212-2.10					C.S.	BALD ANCHOR CHAIN + FORGE	PHILA 10 MAR 48			2 x 86	9		2 x 100	8
1-71	15	2 5/16	✓	✓	135.4 189.5					D.F.	CO	E.G. PYNE			2 x 86	8		2 x 100	8
1-72	15	2 5/16	✓	✓	9193.25	880				Rule Ordinary.					2 x 86	8		2 x 100	8
1-73	15	2 5/16	✓	✓															
n Stream chain of Steel Wire	105	1 5/8	87.4	81.				120	5 1/2	FLEX SWR	BETH STEEL CO WILLIAMS PORT	PHILA 3 JULY 44							
	6 1/4							6 1/4				J.S. COCHRANE							

Steering Gear, Type (Power or hand) ELECTRO-HYDRAULIC No 1993 WITH Alternative Means of Steering INDEPENDENT MOTOR, P & S, AND TELE MOTOR, STEBBON-ROSS MACHINE CO. SEATTLE HAND PUMP UNIT.

Steering Chains (Size and Test) NONE Windlass STEAM No 71. 12x14" Boats 5 @ 22' x 7.5' x 3.2'
HESSE ERSTED IRONWORKS. OREGON. (ONE MOTOR DRIVEN)

Cargo Hatchways, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Circular OT. HATCHES OF STEEL PLATES Thickness of Hatches 4 1/2"
 TO CARGO TANKS 4'-0" x 4' FORD AND SECTIONS E.W.
 No. 1 (Fwd) 4'-0" AFT No. 2 No. 3 No. 4 No. 5 No. 6
 TO DRY CARGO HOLD FORWARD 15'-0" x 11'-4"

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

The main scantlings have been verified from the vessel and found to be in accordance with those shown on submitted drawings as numerated 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 certificates issued by the American Bureau of Shipping

Amount of Entry Fee £ :
 Special Survey Fee..... £ :
 Travelling Expense, if any £ :
 Fees applied for, 19...
 Received by me, 19...

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

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

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

Whether the Vessel has been built under Special Survey ✓
 Certificate to be sent to New York Date of issue 29/10/48.

Committee's Minute NEW YORK JUL 14 1948
 Character assigned 100A1. 6.48 subject H. 7m.
Carrying Petroleum in bulk
Fitted for oil fuel J.P. above 150°F.
S.S. Gal. 6,48 LMC 6.48
 Classed 6.48

Note: Long. framing (Trans. in aft Peak)
 dec. welded
 Cruisers stern
 G.C. 1. E.S. 8. D.F.
 Equip. ltr gt
 Machinery aft.

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 Normandy 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 Boilers & Auxiliary machinery space below, is fitted with 2 hinged WT doors, one door at the level of the double bottom tank top & the other at the level of the Boilers 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 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) 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 "

107.5

55.5

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. 181779 Signal Letters G D Q C 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 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank, FR 89-FORD		314.4
Double bottom, under Engines and Boilers, FR 11-44	79.0	238	After peak tank, 9-AFT		60.
Double bottom, if under Engines only, COFF. 35-45	2.5	22.6	Deep tank, aft, WING TANKS (OF) FR 36-46		803.
Double bottom, if under Boilers only, TOTAL LENGTH 24.6			Deep tank, forward, FR 75-89	31.5	759.
Double bottom, forward,			Other tanks, if fitted, COFF FR 46-47		114.
Total length (if continuous) and Capacity	81.5	260.6	(If necessary, furnish further information by sketch.)		132.
		238.0			

Order for Special Survey No.

Date

Dates of Surveys held while building

Total No. of Visits



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✓
MACHY SPACE pt. 1*.
HOLD AND FOR

✓
MACHY SPACE pt. 1*.
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✓
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