

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office.

DIS 486 MAY 1947

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

30th April 1947

Port of

New York

No.

47695

Survey held at

New York

Date First Survey

27th Feb. 1947

Last Survey

10th April

1947

On the

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

S.S. "VIKDAL" ex "John mason" (Liberty EC-2 type) Single screw

State Type

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

Full scantling

State Type of Erections

—

TONNAGE under
Tonnage Deck....

6654

CLASS

100 A1

State if with freeboard
as condition of Class

No

FEET.

Built at

South Portland, Maine.

Launched

in August 1943

Yard No.

815

Builders

New England Shipbuilding Corp.

Owners

Tanker Corporation

Managers

Johan Rasmussen & Co

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

Residence

Sandefjord, Norway.

Port of Registry

Panama

If surveyed while building, afloat, or in dry dock

Both

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

Total

Gross Tonnage

7176

Register Tonnage

4380

REGISTERED DIMENSIONS.
FEET.

Length

422.8

Breadth

57.0

Depth

34.8

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

L 417.73

Breadth (greatest moulded)

B 56.9

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

D 37.33

1st Longitudinal Number (L x D)

15594

2nd Numeral L x (B + D)

39363

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

24.9

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

11.2

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	30 ✓		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	27 ✓		" " Reversed Frame		
" " in peaks	24 ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 54 46	
Frame Amidships, Angle, [or]	12 4 40 lbs ✓		" " top Angles	6 1/2 to shell and inner bottom ✓	
" " Extends up to	2 nd deck ✓		" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	1 38	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	54 ✓	
Depth of Framing Girder	12 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3 1/2 2 1/2	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3 1/2 18 lbs ✓ 8 3 1/2 21 1/2 lbs ✓	No 1 Hold	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Cont. 15 44	app. 12"
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem	Cont. 15 44	knuckled.
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Cont. 15 44	"
" " from 1/2 len. for d. to 15% len. from Stem	10 3 1/2 23 1/2 lbs chb. ✓ 8 3 1/2 20 lbs 3 rd Peak ✓ 8 3 1/2 16 lbs aft " ✓		Frame bottom Tank Side Brackets, height above base line at toe of Frame and thickness	86 56 44	
" " in Peaks, Angle or [7/8 6 5 3/4 Rule		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	no ✓		Breadth and thickness of Middle Line Strake	60 56 6 54	58 in Boiler space ✓
State if Frame Joggled	no ✓		Thickness of remainder in Holds	54	
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?	as submitted ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle [or]	7 4 44	inverted.
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or]		
Height of Brackets at side above base line at toe of frame			Spacing	on every frame ✓	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	8 4 44	inverted.
" " Through Plate or Intercoastal Plate			Spacing	on every frame ✓	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	44 30		Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	47 in Boiler space Floors E.W. to shell and inner bottom		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]		
" " breadth and thickness at margin plate			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. <i>1 on centreline at hatch ends</i>									
" in 'tween Decks, Size and Spacing	10	10	49 lbs	I at					
" " " " "				<i>hatch ends</i>					
" in Holds (<i>no 3</i>)	14 1/2	4	87 lbs	I at					
" " " " "				<i>hatch ends</i>					
Centre Line Bulkhead.									
Stiffeners and Spacing	8	3 1/2	21 1/4	<i>on all beams</i>					
Plating, thickness of	31								
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	55	71							
" " " " in way of Bridge									
" Angle in Wells									
Thickness of Plating abreast Deck openings in way of Wells	71								
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings	40								
If Sheathed, material and thickness									
Second Deck.									
Stringer Plate, breadth and thickness in Wells	56 1/2	40							
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating within line of openings									
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									
Bridge Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
Forecastle Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?		No. of Rows of Rivets	
	Inches.	Inches.	Inches.	Inches.		Single or Double.	Rivets.	Diam.	Spacing.
FLAT PLATE KEEL	60	88	88	88					
" DBLG. (if any)									
BOTTOM PLATING, No. of Strakes	A	64	70	54	<i>Plating to stem, stern and in way of painting area increased in thickness</i>				
BILGE PLATING, No. of Strakes	B	64	70	58					
SIDE PLATING, No. of Strakes	C	63	60	54					
UPPER DECK, Sheer-strake in Wells	D	70	60	45					
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in Wells	80	63	60	45					
STRAKE BELOW Sheer-strake in Bridge									
POOP SIDE PLATING									
BRIDGE SIDE PLATING									
FORECASTLE SIDE PLATING									

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *7*

" Deck next below *1 (Keel Tank Bld. at Fr. 116)*

As per Rule *7*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	M.S.	88	<i>fashion plate</i>	
STEM	M.S.	10 x 3	<i>F.B. shaped</i>	
STERN FRAME	Casting	<i>shaped</i>		
Propeller Post				
Rudder				
Speed of Vessel				
RUDDER—Type		<i>Contraguide</i>		
A x D				
Diam. of head		<i>9 1/2 (upper stock)</i>		
Mainpiece at top pintle		<i>16 o.d. x 1 thick built in rudder</i>		
heel		<i>10 dia. C.S. bottom pintle</i>		
how constructed		<i>Built and F.W.</i>		
double or single plate coupling, vertical or horizontal		<i>Double plate 43</i>		
	<i>Horiz.</i>	<i>6 2 1/4 bolts</i>		

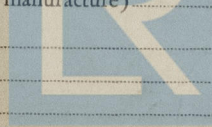
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	25 to 28	<i>0.A. inv.</i>			
" " Second		<i>4 x 3 1/2 x 31</i>	<i>30</i>		
" " Third					
" " Holds	31 to 44	<i>15 x 5 1/2 x 42</i>	<i>9 lbs I</i>	<i>spaced 30</i>	
COLLISION (in Hold)	38 to 50	<i>0.A. inv.</i>			
AFTER PEAK	31 to 38	<i>7 x 4 x 38</i>	<i>24</i>	<i>7 x 4 x 38 face bars</i>	
		<i>6 x 4 x 38</i>	<i>24</i>	<i>2-24 x 46 girders</i>	
				<i>8 x 3 1/2 x 38 face bars</i>	

STEEL.

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

To the requirements of

Has the Steel been tested as required by the Rules?



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 for List of the Plans should be embodied.)

The following plans are enclosed:

Rudder stock
Stern frame
Shell Expansion (2 sheets)
Upper OK plating "
2nd OK " "
General arrangt. decks
" " Profile
Capacity Plan

The midship section as submitted by the owners was for a different type of vessel, that is for one with toe welded frames instead of riveted channel frames as fitted, the scantlings and arrangements were found to be similar to those shown on midship section submitted for "Pioneer" ex "Gedion buelles" New York Report No 47542

The following modifications and reinforcements have previously been carried out:

1. Hatch corners have been strengthened.
2. Welding of sheerstrake butts at top placed in good order.
3. Slots cut in bulwark plating at bulwark plating and sheerstrake butts
4. Welding at corners of washports and scuppers placed in good order.
5. Door openings in deckhouse recesses reinforced with angle frames.

There is no recess in sheerstrake.

Crack arrestor on sheerstrake has been fitted at this time.

Notes in bulge keel at bulge keel and shell plating.

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed throughout, except side framing to shell, sheerstrake crack arrestor, and the greater part of bulwark plating to sheerstrake.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Part electric welded, cruiser stern,

Gyro compass, Echo sounding device, Direction finder.

Fitted for O.F. 4, 47. F.P. above 150°F.

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

1st Bower

2nd "

3rd "

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

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

Official No. 243939 Signal Letters HPQB Extreme Breadth over Belting no belting Over-all Length 441.5'

No. and Material of Decks 2- steel

Parts of Bottom of Vessel coated with cement or approved composition Cement in fore rafter planks, cement wash in No 4 D.B. Tank

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, nos 5 and 6	135	368	Fore peak tank,	24'	145
Double bottom, under Engines and Boilers, no 4	27.5	136	After peak tank,	24'	155
Double bottom, if under Engines only, Cofferdam	2.5	—	Deep tank, aft, no 3	20'	760
Double bottom, if under Boilers only, Dry Tank	20.0	—	Deep tank, forward, nos 1 & 2 (Total)	60.9	648
Double bottom, forward, nos 1, 2 and 3	183.25	735	Other tanks, if fitted, F.O. Settling Tank	20	108
Total length (if continuous) and Capacity	368.25	1239	Green sick, Ballast Tank Aft.	10	71

Order for Special Survey No.

Date

Dates of Surveys held while building



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