

Rpt. 1.

RECEIVED

JUL 1947

IN D.O.

STEEL STEAMER OF MOTORSHIP

Received at London Office

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 20th May, 1947 Port of Baltimore, Maryland No. 8470

Survey held at Baltimore, Maryland Date First Survey 23rd March, 1947 Last Survey 17th April, 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "VASILIOS E. KULUKUNDIS" (ex "Finley Peter Dunne")

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Liberty EC2-S-C1 State Type of Erections None

TONNAGE under Tonnage Deck	CLASS 100 A1 contemplated	State if with freeboard as condition of Class	No	Built at Los Angeles, California
Do. of space or spaces between Tonnage Dk. and Upper Dk.	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)		FEET. L 417.73	Completed 1943 Yard No. 211
Total	Breadth (greatest moulded)		B 56.90	Builders California Shipbuilding Company
Gross Tonnage 7176	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	Owners Messrs. Rethymnis and Kulukundis
Register Tonnage 4380	1st Longitudinal Number (L x D)		= 15594	Managers -
	2nd Numeral L x (B + D)		= 39363	(Where necessary to be entered in Reg. Book.)
	Framing Depth "d," at middle of length. See Sec. 3 (1d)		-	Residence
	Proportions—Depth to Length—Uppermost continuous deck to top of keel		11.19	Port of Registry Syra
	Do. Long Bridge to top of keel		-	If surveyed while building, afloat, or in dry dock
	Draught Moulded		27' 8"	Afloat and in Drydock

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.
ES, Spacing amidships	30		Bracket Floors, Frame	-	
No. 1 Hold	27		" " Reversed Frame	-	
from 1/2 length amidships to Collision bulkhead	24		" " Vertical Struts	-	
in peaks			Centre Girder, depth and thickness amidships	43 1/2 .54	
FRAMING.			" " top Angles	to flat keel	
Amidships, Angle [60°]	12x4x4x40 lbs.	✓	" " bottom Angles	inner bottom	
Extends up to	2nd Deck	✓	Side Girders, No. each side and thickness	One .38	
rsed Frame Amidships, Angle	-		Margin Plate depth (excl. of flange) and thickness	.54	Tank top
Extends up to	-		" " Vertical Angle to Tank side	Continuous	
of Framing Girder	-		Bracket abaft 1/4 len. from stem	E.W. both level to	
In No. 1 Tween Decks	8x3 1/2 x 3 1/2 x 21.4 lbs.	✓	" " Vertical Angle to Tank side	Sides Brkts.	
in Uppermost Continuous 'tween Decks, Angle [60°]	6x3 1/2 x 3 1/2 x 18 lbs.	✓	Bracket from forward 1/4 len. from stem to Panting Area	to T. Top ship's side	
Second 'tween Decks, Angle, [60°]	-		Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
Third " " " "	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	12x.44 with 2" flange	
In No. 1 Hold	10x3 1/2 x 3 1/2 x 23.6 lbs.	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
from 1/2 len. to 15% len. from Stem	8 3 1/2 20 lbs.	✓	Frame Foot	15x.44 with 2" flange	
in Peaks, Angle [60°]	8 3 1/2 .36 lbs.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	85 .44	26 app.
ter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6 1/2 5 3/4 Rule		INNER BOTTOM PLATING.		
f Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake	60 .52	
ne scantlings and arrangements in the ing Area in accordance with the Rules or as approved?	as submitted	✓	Thickness of remainder in Holds	.44	
scantlings and arrangements in way of the om Forward in accordance with the Rules 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	
DOUBLE BOTTOM.			BEAMS.		
rs, Depth and thickness at mid-line in Holds	-		Uppermost Continuous Deck, amidships	7 4 .44	
Height of Brackets at side above base line at toe of frame	-		" " in way of Bridge, Angle [60°]	-	
dle Line Keelson, on Floors, Angles, [60°]	-		Spacing	every frame	
" " Through Plate or Intercoastal Plate	-		Second Deck, amidships, Angle, [60°]	8 4 .44	
" " Foundation Plate on Floors	-		Spacing	every frame	
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, [60°]	-	
Keelsons, No. each side	-		Spacing	-	
" thickness of Intercoastal Plate	-		Fourth Deck, amidships, Angle, [60°]	-	
" Angles	-		Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, [60°]	-	
Solid Floors, thickness and spacing	.46 30		Spacing	-	
" " Are Frame and Reversed Frame joggled?	Floors E.W. to shell and inner bottom		Bridge Deck, Angle, [60°]	-	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, [60°]	-	
			Spacing	-	

PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
	of H.E. beams			
One at Cr. I	10	10	.54	
in 'tween Decks, Size and Spacing				
in Holds	14 1/2	14	.70	
Centre Line Bulkhead. In Holds Only	8x3x3x3x36-60"			
Stiffeners and Spacing				
Plating, thickness of	.31			
Stringers and Decks.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness	57		.71	
" " " " " in way of Bridge				
Angle in Wells				
Thickness of Plating abreast Deck openings	.71			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings	.40			
If Sheathed, material and thickness	No			
Second Deck.				
Stringer Plate, breadth and thickness in Wells	54		.40	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	Rivets.		No. of Rows of Rivets	Rivets.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	60	.88	.88	.88		All						
" DBLG. (if any)	-	-	-	-		seams						
BOTTOM PLATING, No. of Strakes <u>A.B.C.</u>	3	.66	.72	.53		and						
BILGE PLATING, No. of Strakes <u>D.</u>	1	.66	.66	.59		butts						
SIDE PLATING, No. of Strakes <u>E.F.G.</u>	3	.63	.59	.53		are						
UPPER DECK, Sheer-strake <u>I.</u>	80	.72	.59	.53		flush						
UPPER DECK, Sheer-strake in Bridge.....	16" x .75" riveted strap now fitted on top edge of sheerstrake (p&s) from No. 1 to No. 5 hatchways ✓						and					
STRAKE BELOW Sheer-strake <u>H.</u>	-	.63	.59	.47					electric welded.			
STRAKE BELOW Sheer-strake in Bridge.....	-	-	-	-								
POOP SIDE PLATING	-	-	-	-								
BRIDGE SIDE PLATING.....	-	-	-	-								
FOREC'TLE SIDE PLATING	-	-	-	-								

WATERTIGHT BULKHEADS.

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

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

Deck next below 8

As per Rule 7

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Stanchions.	Spacing.	Stanchions.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.25	5 x 3 1/2	✓	30	
" " Second	.28	x .30	✓		
" " Third	-	-	-	-	-
" " Holds	.31	15x5 1/2	✓	30	
" " " "	.44	.46	✓		
" " " "	.38	7 x 4	✓		
" " " "	.50	x .38	✓	24	
COLLISION " (in Hold)	.31	7 x 4	✓		
AFTER PEAK "	.38	x .40	✓	24	

FORGINGS AND CASTINGS.

	Casting or Forging.	Stanchions.	Makers Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	-	-	-	
STEM	plate 10x3 at forefoot	-	-	
STERN FRAME	Propeller Post	C.S.	see plan	
" Rudder	None	-	-	
Speed of Vessel	Built up, streamline	-	-	
RUDDER—Type	" A x D	C.S.	9 1/2	
" Diam. of head	" Mainpiece at top pintle	C.S.	12 3/4	
" " heel	" " "	-	10	
" how constructed	welded plates	-	-	
" double or single plate coupling, vertical or horizontal	double .43	-	-	
" " "	Horiz. - 6-2 1/2 dia.	-	-	

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?

EQUIPMENT No.

LETTER a 7

ANCHORS.

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.
1st Bower	75 8400	-	125690	7616	Baldt Stockless	Baldt A.C.	Phila. 12/5/43 J.F. Murray
2nd "	75 8400	-	125690	-	"	"	" 26/10/42 "
3rd "	75 8390	-	125690	-	"	"	" 8/4/47 E.G. Pyrie
Collective Weight	225 25190	0.47	372 2120	2784	"	"	" 3/6/43 J.F. Murray
Stream	287 3185	-	61720	2128	"	"	"

CHAIN CABLES.

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.
Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.	Length. Diam. Fathoms. Ins.
799 210 2 1/16 341510	53272	60480	270	C.S.	Di-Lok Baldt A.C.	Philadelphia 18/6/43 J.F. Murray	TOWLINE	130	5	148000 120' 4 1/2
092 60 2 1/16 "	15144	-	-	"	Forge Co.	Philadelphia 16/7/45 E.C. Neume	HAWERS & WARPS	2 @ 90	8 1/2	Manilla 90' 8
473 30 2 1/16 "	7610	-	-	"	"	Phila. 3/47 E.G. Pyrie	"	2 @ 90	7 1/2	" 2 @ 90 7
300 Cir. 90 4 1/2 139340	76026	-	-	90	6x24 Weckenire	Flow Spencer Co. Boston 15/5/43	"	-	-	-
Stream	-	-	-	90	Steel Palmer, Mass. Roger Horton	"	"	-	-	-

HAWERS AND WARPS.

ing Gear, Type (Power or hand)	Steam	Alternative Means of Steering	Wires to winch
ing Chains (Size and Test)	Telemotor	Windlass	Steam
ing in Holds, thickness and material	Two layers 2" pine	Boats fitted with motor	4 steel lifeboats - one
Hatchways. (Upper Deck)	Steel plates - E.W. connections	Cargo Battens, thickness, material and spacing	5 x 1 3/4 pine - 9"
Hatchways No. 1 (Fwd.)	33-9 x 20	No. 2	35 x 20
No. 3	20 x 20	No. 4	35 x 20
No. 5	35 x 20	No. 6	-
of Shifting Beams	6 each in Nos. 1, 2, 4, and 5: 3 in No. 3	Thickness of Hatches	2 1/2

Builder's Signature.

RAL 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. Yes ✓. 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 was built under the supervision of and classed by the American Bureau of Shipping.

The scantlings and arrangements have been compared with the submitted plans, and, as far as seen, the workman- and materials are good. ✓

The special survey for classification has been commenced (See Report 8). ✓

Oil can be carried as fuel in Nos. 1, 2, 3, 5, and 6 double bottom tanks and as fuel or cargo in Nos. 1, 2, deep tanks. ✓

Particulars of the equipment were taken from the endorsed American Bureau test certificates. ✓

One spare bower anchor and 30 fathoms chain cable now placed on board. ✓

The vessel still retains its class with the American Bureau of Shipping. ✓

Fees applied for.

20th May 1947

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

Special Survey Fee £ \$1,325.00

Velling Expense, if any £ :17.50

Sunday Fee 10.00

I am of opinion the Vessel should be Classed. 100 A1

her the Vessel has been built under Special Survey No.

to be sent to.

Date of issue.

27/8/48.

Signature J. Buchanan

Surveyor to Lloyd's Register of Shipping.

nittee's Minute NEW YORK JUN 4 1947

acter assigned 100A1 class contemplated

T.S. 3, 47.

T.S. 3, 47.

Examined 4.47

Atcl. 4.47, subject

NOTE: PT. ELEC. WELDED,
CRUISER VERN.
J.F. E.C.D. - GVC,
2 WTB (PT) 240 lbs.
ELEC. LIGHT 2021
04

Lloyd's Register Foundation

009152-009160-0180 2/2

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

The following plans are forwarded.

Shell expansion, Bow to frame 80
Shell expansion, frame 80 to stern
Rudder and stock
Stern frame
Inboard profile and Holds

The following modifications and reinforcements had been previously carried out.

1. Hatch corners reinforced.
2. Recess in sheerstrake plate at accommodation ladder platform had corners already dressed off, now fitted with welded insert plate prior to riveted crack arrester strap being fitted.
3. Welding at upper edges of sheerstrake butts in order.
4. Continuous freeing port slot between upper edge of sheerstrake and lower edge of bulwark plating.
5. Door opening in recess in sides of deckhouse reinforced with angle door frame.
6. Slots already cut in bilge keel butts and also in bilge keel in way of bilge strake butts.

16 x .75" crack arrester riveted strap now fitted at top edge of sheerstrake (p & s) from No. 1 hatchway to hatchway.

Deck doublings now fitted in way of ventilator (p & s) at forward end of deckhouse.

PARTICULARS OF ELECTRIC WELDING (if employed) Excepting riveting of side shell frames to shell plating, all connections throughout are electric welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Part electric welded, cruiser stern, Gy compass, Echo Sounding Device, Direction Finder.

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

Official No. Signal Letters S.W.D.V. Extreme Breadth over Belting — Over-all Length 441.5

No. and Material of Decks 2 decks (steel)

Parts of Bottom of Vessel coated with cement or approved composition Engine Room (No. 4) double bottom tank - cement.

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.
	Feet.	Tons.		Feet.
Double bottom, aft, Nos. 5 and 6	135 ✓	376	Fore peak tank,	—
Double bottom, under Engines and Boilers, Cofferdam	7.5	—	After peak tank,	—
Double bottom, if under Engines only, No. 4 F.W.	21.5	136	Deep tank, aft, No. 3	20 ✓
Double bottom, if under Boilers only, Dry Tank	20.0	—	Deep tank, forward, Nos. 1 and 2	61 ✓
Double bottom, forward, Nos. 1, 2, and 3	183.5	744	Other tanks, if fitted,	—
Total length (if continuous) and Capacity	368.5	1256	(If necessary, furnish further information by sketch.)	

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Vessels