

STEEL STEAMER or MOTORSHIP.

10 MAY 1948

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 *15th April 1948* Port of *New York* No. *48384*Survey held at *New York* Date First Survey *16th March* Last Survey *25th March* 19*48*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *S.S. "Esso Bretagne" ex "Montezuma Castle"*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 *100 A1* State if with freeboard *no* Built at *Portland, Oregon*Do. of space or spaces between Tonnage Dk. and Upper Dk. *10448* Carrying petroleum in bulk as condition of Class FEET. 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 × D) *19743* ✓2nd Numeral L × (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 *39.2*Managers (Where necessary to be entered in Reg. Book.) *French Government*Residence *Le Havre (contemplated)*Port of Registry *Le Havre (contemplated)*If surveyed while building, afloat, or in dry dock *afloat and in dry dock.*

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 <i>See Report 1*</i>			Bracket Floors, Frame		
" <i>See Report 1*</i>			" Reversed Frame		
" <i>See Report 1*</i>			" Vertical Struts		
" in peaks <i>See Report 1*</i>			Centre Girder, depth and thickness amidships <i>81 1/2</i> <i>56</i>		
FRAMING.			" top Angles		
ne Amidships, Angle, [or]			" bottom Angles		
" Extends up to			(Side Girders, No. each side and thickness <i>2</i> <i>46</i>		
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" Extends up to			" Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
of Framing Girder			" Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
es 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 " " "			Tank Side Brackets, height above base line at toe of Frame and thickness		
from 1/2 len. for'd. to 15% len. from Stem			INNER BOTTOM PLATING. (mach. space)		
in Peaks, Angle or [<i>See Report 1*</i>			Breadth and thickness of Middle Line Strake <i>68</i> <i>56</i> ✓		
Deck Floors in aft Peak <i>See Report 1*</i>			Thickness of remainder in Holds <i>56</i> ✓		
ter and Spacing of Rivets through Frame and Shell Plating amidships			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? <i>as submitted</i>		
if Frame Joggled			BEAMS.		
the scantlings and arrangements in the Panting Area in accordance with the Rules /or as approved?			Uppermost Continuous Deck, amidships in Wells, Angle [or]		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules /or as approved?			" in way of Bridge, Angle, [or]		
LE BOTTOM. <i>Cargo Tanks</i>			Spacing		
ors, Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, [or]		
Height of Brackets at side above base line at toe of frame			Spacing		
iddle Line Keelson, on Floors, Angles, [or]			Third Deck, amidships, Angle, [or]		
" Through Plate or Intercoastal Plate			Spacing		
" Foundation Plate on Floors			Fourth Deck, amidships, Angle, [or]		
" Flat Plate Keel Angles <i>Keelson E.W. to shell</i>			Spacing		
Side Keelsons, No. each side			Poop Deck, Angle, [or]		
" thickness of Intercoastal Plate			Spacing		
" Angles			Bridge Deck, Angle, [or]		
DOUBLE BOTTOM. <i>aft</i>			Spacing		
Solid Floors, thickness and spacing <i>47</i> <i>28 1/2</i>			Forecastle Deck, Angle, [or]		
" Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line					
" breadth and thickness at margin plate					

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.....			Stringer Plate, breadth and thickness in way of Bridge ^(Any Hold & Ford)	41	42
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " " " "			Thickness of Plating ^{remainder} within line of openings	44	75 mach
" " " " " "			If Sheathed, material and thickness.....	41	42 Hold
Centre-Line Bulkhead ^{longitudinal} in cargo tanks 17'6" from C.L. (P.T.S.) ✓			Third Deck.		
Stiffeners and Spacing ^{honey corrugated bulkhead plating}			Stringer Plate, breadth and thickness.....		
Depth of corrugations 12'-6" spaced 5'-0" apart and 39'4" x 50' webs			If Plated, state thickness.....		
Plating, thickness of.....	58	42	Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If plated, state thickness.....		
Stringer Plate, breadth and thickness in Wells	84	94	Poop Deck.		
" " " " in way of Bridge	84	113	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	Bridge Deck.		
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	Plating, ^(remainder) Sheathing, material and thickness.....	40	
If Sheathed, material and thickness	-	-	Forecastle Deck.		
Second Deck. ^(mach space)			Stringer Plate, breadth and thickness.....	43	
Stringer Plate, breadth and thickness in Wells	44		Plating, ^(remainder) Sheathing, material and thickness.....	62	43

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?.....	RIVETS.	No. of Rows of Rivets	RIVETS.
	Breadth.	Thickness.	Thickness.	Thickness.					
	Inches.	Inches.	Inches.	Inches.			Diam.	Spacing.	Diam.
							Inches.	cr. to cr.	Inches.
FLAT PLATE KEEL	78	81	81	81	84 appl.				
" DBLG. (if any)									
BOTTOM PLATING, No. of Strakes	A B	75	52	52	Strakes A, B, C. main law				
BILGE PLATING, No. of Strakes	C	81 at 36	76 at 29	hony. sh.	76 to fore PK bulkhead.				
SIDE PLATING, No. of Strakes	D	81 at 36	76 at 29	hony. sh.	min. thickness below				
UPPER DECK, Sheer-strake in Wells	E	48	48		L.W.L. ford 57				
UPPER DECK, Sheer-strake in Bridge	F	66	48	48	min. thickness below				
STRAKE BELOW Sheer-strake in Wells	G	48	48		L.W.L. ford 57				
STRAKE BELOW Sheer-strake in Bridge	H	112	125						
POOP SIDE PLATING	K	72	112						
BRIDGE SIDE PLATING.....	L	55 1/2	125						
FORECASTLE SIDE PLATING	M	86 1/2	77						
	N	86 1/2	77						
	O	62	44						
	P	59							
	Q	48							
	R								
	S								
	T								
	U								
	V								
	W								
	X								
	Y								
	Z								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
on No. 9. (25/31) 45/46, 47, 50, 53, 56, 59, 62, 65, 68, 71, 73, 75/77, 89.
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 Departure from Plans to be Noted.
KEEL, Bar	-	-	-	-
STEM	m. s. shaped	88	63	
STERN FRAME { Propeller Post	c. s. shaped			
{ Rudder "				
Speed of Vessel				
RUDDER—Type	Contra-guide			
" A x D	area 212 sq ft			
" Diam. of head	13 1/2			
" Mainpiece at top pintle	2-10' dia. steel pulleys.			
" " heel				
" how constructed.....	Built and E.W.			
" double or single plate coupling, vertical or horizontal	Double plate 50			
	Horizontal.			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks		Hony. corrugated bulkhead, depth of corrugation from frame line 10'-6" Corrugations spaced 5'-0" apart.			
" " Second "		webs - 6' x 50' - 47' 8" x 75' F.P. on C.L.			
" " Third "		46	6' x 47	10' x 72	10' x 72
" " Holds		50	6' x 47	8' x 50	25
" " (in Hold)		44	6' x 4 x 38	30	
COLLISION "		38	4' x 3 x 38	30	
AFTER PEAK "		62	5' x 3 1/2 x 38	30	

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

STEEL.

To the requirements of the American Bureau of Shipping



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"Esso Bretagne" 48384
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.			
L, L or E	Inverted angles or flanged plates (angles marked x)															
Bridge 'tween Decks	x 6	4	14.3	In	Zone Pk. Tank.	apft in machinery space										
Uppermost Continuous No. 1	x 8	4	17.2	x 6	4	12.3	x 6 x 4 x 14.3 lbs.	✓								
" 2	x 8	4	17.2	x 6	4	12.3	x 6 x 4 x 14.3	✓								
" 3	9	4	17.9	x 6	4	12.3	x 6 x 4 x 14.3	✓								
" 4	10	4	17.9	x 6	4	14.3	x 7 x 4 x 15.8	✓								
" 5	11	4	17.9				x 8 x 4 x 17.2	✓								
" 6	11	4 1/2	17.9	x 6	4	14.3	9 x 4 x 17.9	✓								
" 7	12	4 1/2	17.9	x 7	4	15.8	10 x 4 x 17.9	✓								
" 8	13	4 1/2	17.9	x 7	4	15.8	x 8 x 4 x 17.2	✓								
" 9	14	4	17.9	x 8	4	17.2	x 8 x 4 x 17.2	✓								
" 10	15	4	17.9	x 8	4	17.2	9 x 4 x 17.9	✓								
" 11	15	4 1/2	17.9				9 x 4 x 17.9	✓								
" 12	16	4 1/2	20.4	9	4	17.85	10 x 4 x 17.9	✓								
" 13	17	5	20.4	9	4	17.85		✓								
" 14	18	5	20.4	11/10	4	17.85		✓								
" 15	19	6	20.4	18/10	4 1/2	17.85	15 11 x 4 x 17.9	✓								
" 16				19/10	4 1/2	17.85	16 11 x 4 x 17.9	✓								
" 26							17 11 x 4 x 17.9	✓								
Amidships	2'6" (3'0" about at bilge)															
At Ends	reduced at ends															
Tank Top Longitudinals																
Bottom																
Longitudinals																
Amidships																
At Ends																
Transverses.																
Depth and Thickness																
Face Angles																
Lugs to Shell*																
Depth and Thickness																
Face Angles																
Lugs to Shell*																
Depth and Thickness																
Face Angles																
Lugs to Shell*																
" " Back Bars																
Brackets																
Transverse Frames																
INV.																
L Bridge Deck	5	3 1/2	31													
L Upper "	8	4	44													
L Second "	8	4	44	7	4	38										
L 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

LETTER 97

ANCHORS.

No. of 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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	lbs.			
379	1st Bower.....	104	3	8				69	4	3	8	95		Balal Stockless	Columbia Steel Co	Pittsburgh 28/7/44 G.S.H.
404	2nd "	104	3	8				69	4	3	8			do	do	" " "
402	3rd "	104	3	8				69	4	3	8			do	do	" 27/6/44 "
	Collective Weight.	314	1	24								271				
407	Stream	38	3	0				35	7	1	8	28 (at stock)		do	do	" 28/7/44 "

CHAIN CABLES.

HAWSERS AND WARPS.

No. of Cable.	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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
86	270	2 5/16	135.4	189.5	746 2 12	880		330	2 5/16	C.S. S.L.	National Malleable Steel Castings Co	Sharon, PA. 15th aug 1944 J.M.	TOWLINE	140	2" DIA	92.8	130	6 1/2
	60	2 9/16							2 1/16				HAWSERS & WARPS	2 @ 86	6/24		2 @ 100	6/24
														2 @ 86	9		2 @ 100	8
														86	9		100	8
ream or Wire	105	1 5/8		66				120	5 1/2	Flex. S.W.R.	Bethlehem Steel Co	Philadelphia. 15th March 1944 J.S.C.						
		6 x 24							6/24									

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

ring Chains (Size and Test) none Windlass Steam made by Kesse Ironworks, Portland. Steel Boats 6 @ 22' x 7.6' x 3.2' 2 are motor driven

ng in Holds, thickness and material none Cargo Battens, thickness, material and spacing none

o Hatchways.—(Upper Deck) Circular O.T. hatchway of steel plates and sections E.W. Thickness of Hatches ✓

of Hatchways No. 1 (Fwd.) 4'0" dia No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —

argo Tanks (Hatchway to dry cargo hold 15' x 11'3")

per of Shifting Beams none

und/or Fore and Afters none

Builder's Signature

ERAL 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 fwd. dept tank and in the wing tanks in the machinery space. Flash point above 150° F. ✓

The vessel was built under the special supervision of surveyors to the American Bureau of Shipping and the vessels 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 here exposed for measurement and found correct. ✓

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

Particulars of the vessels equipment were 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 100 A1
Carrying petroleum in bulk.

Whether the Vessel has been built under Special Survey.....

Signature

Surveyor to Lloyd's Register of Shipping.

Date to be sent to Bureau. Date of issue 5/5/49.Committee's Minute NEW YORK APR 28 1948

Character assigned 100 A1 N.Y.K. 3, 4, 8. Carrying petroleum in bulk.

Fitted for oil fuel F.P. 150° F.
N.Y.K. 3-4-8. T.S. 3, 4, 8.

NOTE-ELEC. WELDED
CRUISER STERN-
MCHY AFT-LONG FRAMING-
3 F-E S D-SVC-
2 WTB (CPT) 500 lbs-
ELEC. LIGHT.
C.L.

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010284-010293-03113/3

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

The following plans of the vessel (T2 Tanker) are enclosed.

General arrangement

Capacity Plan

Shell Plan (3 sheets)

Rudder Plan.

The remainder of the scantling drawings are as previously submitted for S.S. Minerva Seattle Reg.

The thicknesses of T-A Peak bulkheads are as gauged from test holes.

The W.I. bulkhead on Tr 25/31 separating the main propelling machinery space from the Boiler and auxiliary machinery space below is fitted with 2 W.I. doors (hinged), 1 door at the level of the B.B. level top and the other at the level of the Boiler Room Flat. As this bulkhead is not required by rule it is recommended that these hinged W.I. doors be accepted.

Crack arrestors have previously been fitted on deck and shell (bottom).

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 Peak machinery fitted 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.

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. ft., Bridge 35.75 ft., Forecastle 55.75 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 FPZB Extreme Breadth over Belting Over-all Length 523.5'

No. and Material of Decks 1 steel (2nd deck of steel in fore hold) 2nd deck in way of main space

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, Tr. 89 - fore.		314
Double bottom, under Engines and Boilers, Tr. 11-14	79.0	238	After peak tank, " 9 - aft		60
Double bottom, if under Engines only, Off. " 35-45	2.5	22.6 (EST)	Deep tank, aft, (wing tanks (O.S.) Trs. 36-46	33.25	803
Double bottom, if under Boilers only, Total length 24'6"			Deep tank, forward, Tr. 75-89	31.5	759
Double bottom, forward,			Other tanks, if fitted, Cofferdams Trs. 46-47	3.5	114
Total length (if continuous) and Capacity	81.5	260.6	(If necessary, furnish further information by sketch.)	4.5	132
		238.0			

Order for Special Survey No.

Date

Dates of Surveys held while building

Total No. of Visits



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