

RECEIVED

1 FEB 1950

IN D.O.

N/N MOBIL TIDE
STEEL STEAMER or MOTORSHIP

30 JAN 1950

Received at London Office

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 22nd November, 1949 Port of PHILADELPHIA, PA. No. 9384

Survey held at Chester, Pa. Date First Survey 27th June, Last Survey 22nd November, 1949

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single screw Steamer "SOVAC ASTRAL"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling State Type of Erections P.B. & F.

TONNAGE under 15623.73
Tonnage Deck

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

Total 1974.21

Gross Tonnage 17597.94

Register Tonnage 10724

CLASS 100A1 State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 600'-0"

Breadth (greatest moulded) 82'-6"

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 42'-6"

1st Longitudinal Number (L x D) = 25500

2nd Numeral L x (P + D) = 75000

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

Proportions—Depth to Length — Uppermost continuous deck to top of keel 14.1
Do. Long Bridge to top of keel

Draught Moulded 32'-2-15/16 Assigned by A.B.S.

Built at Chester, Pa.

Launched 20th Oct., 1949 Yard No. 572

Builders Sun S.B. & D.D. Co.

Owners Tankers Navigation Co., Inc.

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

Residence 26 Broadway, N. Y.

Port of Registry Panama R.P.

If surveyed while building, afloat, or in dry dock

Building & Afloat

REGISTERED DIMENSIONS.
FEET.

Length 602.2

Breadth 82.7

Depth 42.7

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 Longl. Frames	-		Bracket Floors, Frame	-	
" " from 3/8 length amidships to Collision bulkhead	-		" " Reversed Frame	-	
" " 24" aft peak in peaks 24" fore peak	-		" " Vertical Struts	-	
IDE FRAMING. Longitudinal			Centre Girder, depth and thickness amidships	57"x62" in Eng. Room	
Frame Amidships, Angle, C or [-		" " top Angles	welded to tank top	
" " Extends up to	-		" " bottom Angles	welded to flat keel	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	3 - 50"	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	None	
Depth of Framing Girder	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	
Frames in Uppermost Continuous 'tween Decks, Angle C or [-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
" " Second 'tween Decks, Angle, C or [-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
" " Third " " "	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
from 1/2 len. for'd. to 15% len. from Stem	8" x 4" x .44	above 2nd dk.	up-Tank Side Brackets, height above base line per dk. at toe of Frame and thickness	-	
Fore peak inverted angles in Peaks, Angle or [9" x 4" x .44		INNER BOTTOM PLATING.		
Aft peak inverted angles	6" x 4" x .44	above up	Breadth and thickness of Middle Line Strake	62" (seams butt welded)	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7" x 4" x .44		Thickness of remainder in Holds	-	
State if Frame Joggled	No		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?	Yes	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships in Wells, Angle C or [-	
SINGLE BOTTOM.			" " in way of Bridge, Angle, C or [-	
Floors, Depth and thickness at mid-line in Holds	-		Spacing at ends Toewelded	9" 4" .50	
Height of Brackets at side above base line at toe of frame	-		Second Deck, amidships, Angle, C or [8" 4" .50	
Middle Line Keelson, on Floors, Angles, C or [93" .50" 1/2" Girder		Spacing 30" & 24"		
" " Through Plate or Intercoastal Plate	24" x 1.00" Rider Plt. on 1/2" girder (welded)		Third Deck, amidships, Angle, C or [-	
" " Foundation Plate on Floors	-		Spacing	-	
" " Flat Plate Keel Angles	1/2" girder welded to flat keel		Fourth Deck, amidships, Angle, C or [-	
Side Keelsons, No. each side	-		Spacing	-	
" " thickness of Intercoastal Plate	-		Spacing inverted	6" 4" .44	
" " Angles	-		Poop Deck, Angle, C or [Transv. Beams	6" 4" .38" welded	
DOUBLE BOTTOM.			Spacing 28" - 29" fwd. of A.P. Bhd.	24" aft of A.P. Bhd.	
Solid Floors, thickness and spacing 29" max.	57" .50" in Eng. Room (welded) inverted		Bridge Deck, Angle, C or [Longl. Beams	5" 3" .31" welded	
" " Are Frame and Reversed Frame joggled?	No		Spacing 30" inverted	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, C or [Transv. Beams	6" 4" .38" welded	
" " breadth and thickness at margin plate	-		Spacing 24" & 30"		

PILLARS AND DECKS.

PILLARS AND DECKS.					
PILLARS, No. of Rows.....	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
" in 'tween Decks, Size and Spacing.....	Vertical webs of transv. Bhd's.		Stringer Plate, breadth and thickness in way of Bridge	-	
" " " " "			Thickness of Plating abreast Deck openings in way of Wells	-	
" in Holds " "			Thickness of Plating abreast Deck openings in way of Bridge	-	
wing " " " "			Thickness of Plating within line of openings..	-	
Cross Bulkhead 20'-0" off C	7" to 14" toe welded ✓	.30"	If Sheathed, material and thickness.....	-	
Stiffeners and Spacing If & flg. plts.			Third Deck.	None ✓	
Plating, thickness of... 44" to 56"			Stringer Plate, breadth and thickness.....	-	
			If Plated, state thickness.....	-	
STRINGERS AND DECKS.			Fourth Deck.	None ✓	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	-	
Stringer Plate, breadth and thickness in Wells	16" x 1.18" ✓		If plated, state thickness.....	-	
" " " " in way of Bridge	16" x 1.42" ✓		Poop Deck.	63" ✓ .80" ✓ .42" ✓	
" Angle in Wells	8"x8"x1-1/8" riveted ✓		Stringer Plate, breadth and thickness.....	✓	
Thickness of Plating abreast Deck openings } in way of Wells	1.18" ✓		Plating, Sheathing material and thickness.....	34" steel ✓	
Thickness of Plating abreast Deck openings } in way of Bridge	1.18" ✓		Bridge Deck.	89" ✓ .48" ✓	
Thickness of Plating within line of openings..	.91" ✓		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	unsheathed		Plating, Sheathing material and thickness.....	34" ✓	
Second Deck. at ends only	48" & 44" ✓		Forecastle Deck.	60" x 47" ✓	
Stringer Plate, breadth and thickness in Wells	plated transversely ✓		Stringer Plate, breadth and thickness.....	27" ✓ .31" ✓ .62" under windlass ✓	
Deck plating			Plating, Sheathing material and thickness.....		

SHELL PLATING.

SCANTLINGS.				SHELL PLATING.		RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing.		Diam.	Spacing.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.			
FLAT PLATE KEEL	96"	1.06"	1.06"	1.06"	Riveted seams	Butts & seams electrically welded except							
" DBLG. (if any)	None					Flat keel, upper & lower seams of bilge and							
BOTTOM PLATING, No. of Strakes 4...p&s...	90"	1.00"	1.00"	1.00"		sheerstrake and stringer angle							
BILGE PLATING, No. of Strakes 2...p&s...	69-3/4"	1.00"	.68"	.62"		Double, upper 1" 3-3/4" 1/2"							
SIDE PLATING, No. of Strakes 3...p&s...	83"	.78"	.52"	.52"		" lower 1-1/8" 4-1/4" welded.							
UPPER DECK, Sheer-strake in Wells	90"	.78"	.52"	.52"		Welded							
UPPER DECK, Sheer-strake in Bridge	88"	1.25"	.52"	.52"		Double 1-1/8" 4 1/2"							
STRAKE BELOW Sheer-strake in Wells	88"	1.44"	-	"		" 1-1/8" 4 1/2"							
STRAKE BELOW Sheer-strake in Bridge	96-3/4"	1.01"	.52"	.52"		Welded							
POOP SIDE PLATING	96-3/4"	1.01"	-	-		"							
BRIDGE SIDE PLATING	102"			.42"		" 1.00 to .42"							
FORECASTLE SIDE PLATING	89"	.50"	.68"	at ends		"							
		.46"				"							

WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 16 complete transv. O.T.

Deck next below & *W.T.* bulkheads

As per Rule *As approved*

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Center tank	✓	✓		7" to 18"	✓
	Upper cross deck	44" .56"			inverted 30"	✓
					E	
"	Second wing	"			7" to 18"	✓
"	First	44" .56"			inverted 30"	✓
"					E	
COLLISION	Holds					
	To 2nd deck	.56"				
	(in Hold) above	.40"	8" x 4" x 44"	30 (toe welded)		
AFTER PEAK			flanged plated			
		50" .60"	10" x 11" x 13"	44" .50" (we		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Cstg.	Penn Steel		between
STEM	"	Casting Nil		ks.
STERN FRAME	Propeller Post	"	"	"
	Rudder	"	"	"
Speed of Vessel.....	16 Knots.			old.
RUDDER—Type	Steamlined			
" A X D	4620			
" Diam. of head	Cstg. 15"			
" Mainpiece at top pintle	Cast steel frame			of Tra State if
" " heel	Electrically welded			dinal
" how constructed.....				of
" double or single plate	Double			XXX
" coupling, vertical or	Horizontal			
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth steel
Carnegie-Illinois Steel Corp., Bethlehem Steel Co., Worth Steel Co., Lukens Steel Co.
Has the Steel been tested as required by the Rules? Yes

Rpt, 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
L & Flanged Plts																		
ing of XXXXXXX inverted																		
nes in Bridge 'tween Decks ...	L.6"	x4"	.38"	Vertical														
mes from Uppermost Continuous Deck No. 1	L.7"	x4"	.50"	✓														
" 2	L.7"	x4"	.50"	✓														
" 3	L.8"	x4"	.44"	✓														
" 4	L.8"	x4"	.44"	✓														
" 5	Flg. Plt. 9"	x4"	.44"	✓														
" 6	10"	x4"	.44"	✓														
" 7	10"	x4"	.50"	✓														
" 8	11"	x4"	.44"	✓														
" 9	12"	x4"	.44"	✓														
" 10	12"	x4"	.50"	✓														
" 11	13"	x4"	.44"	✓														
" 12	13"	x4"	.50"	✓														
" 13	14"	x4"	.44"	✓														
" 14	15"	x4"	.44"	✓														
" 15	17"	x4"	.50"	✓														
" 16	17"	x4"	.50"	✓														
17 to 31	30"			✓														
ing of	Amidships																	
udinal	At Ends																	
mes	34"	At Bilge	✓															
Tank Top Longitudinals																		
Bottom																		
of Longitudinals	Amidships																	
At Ends...																		
Transverses.																		
Depth and Thickness	21"	.50"																
Face Angles	6" Flg.																	
Lugs to Shell*	Welded																	
Center Tank	36"	.50"	✓	Wing Tank	36"	.50"	✓											
Depth and Thickness	5"	.50"	✓	Flg.	8"	.56"	✓	Flg.										
Face Angles	5"	.50"	✓	Plt.	8"	.56"	✓	Plt.										
Lugs to Shell*	Welded			Welded				Bottom Transv.				Bottom Transv.						
Transv. to Side	36"	.54"	.50"	✓	Trans. to Long	36"	.51"	.50"	✓	Base	54"	50"	54"	50"				
Depth and Thickness	Flg.	8"	x .56"	✓	Flg.	8"	x .56"	✓	Flg.	6"	x .50"	Plt.	8"	x 56"				
Face Angles	Plt.	8"	x .56"	✓	Plt.	8"	x .56"	✓	Plt.	6"	x .50"	Plt.	8"	x 56"				
Lugs to Shell*	Welded			Welded				Welded				Welded						
Back Bars	36"	.50"	✓	Cont. Web.														
Brackets																		
of Transverse Frames																		
State if jogged or liners.																		
Bridge Deck	15"	x3"	x.31"	✓	Toe welded													
Upper																		
XXXX																		
XXXX																		
XXXX																		

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.

MADE IN ENGLAND

Transverse Beams.

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Lloyd's Register Foundation

0356 213

0356 312

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EQUIPMENT No.				LETTER		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY AS APPROVED	Description of Anchor.	Makers.	Where and when tested and Superintendent.
15698	1st Bower.....	15584		182784	15530	Stockless	Baldd Anchor Chester, Pa.	
15697	2nd "	15639		182784	15530	"	C&F Div. J.K.H.	8-11-48
15699	3rd "	15594		182784	15530	"	"	"
	Collective Weight.	46817			46590			"
15700	Stream	5960		100912	5915	"		"

CHAIN CABLES.										HAWERS AND WARPS.									
Approved										Approved									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and size supplied.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size supplied.		Breaking Test of Steel Wire.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.	lbs.	Length.	Diam.	lbs.	
4076	330	2 1/4"	16	16	143732	134200	330	2 1/4"	Di Lok	Baldd Anchor Chester, Pa.	J.K.H. 31-10-49	TOWLINE 3 @	140	2 1/4"	327000	140	2 1/4"	327000	
												HAWERS & WARPS 3 @	90	9"	27000	90	9"	27000	
												"	90	8"	27000	90	8"	27000	
Iron Stream Chain or Steel Wire	120	1 5/8"	14	14	As approved		120	1 5/8"				"							

Steering Gear, Type (Power or hand) Power (hydro electric) ✓ Alternative Means of Steering Hand ✓

Steering Chains (Size and Test) - Windlass Steam ✓ Boats 4 @ 24" - 31 persons ✓

Ceiling in Holds, thickness and material - Cargo Battens, thickness, material and spacing -

Cargo Hatchways.—(Upper Deck) Circular steel-with hinged steel Thickness of Hatches Fwd. dry cargo hatch hinged cover

Dry cargo ✓ Tank hatchways 20# ✓

Size of Hatchways No. 1 (Fwd.) 10'-0" x 20'-0" Dia. No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams and/or Fore and Afters -

Builder's Signature Sam Shupholdy N.Y. 100 for John J. Murphy N.Y.

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 oil

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo tanker 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 has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. ✓ The scantlings and arrangements are in accordance with, or equivalent to those shown on the approved plans. ✓

With a few exceptions, as noted on page #4, the vessel is of all welded construction. ✓

This vessel is intended to carry petroleum in bulk. ✓ The oil tanks, oil fuel tanks cofferdams, peaks, deep tanks and double bottom tanks have been tested in accordance with the Rules and found satisfactory. ✓ Materials and workmanship are good throughout. ✓

This vessel is fitted with a direction finder, radar, gyro compass, fathometer CO₂ fire extinguisher system (machinery space). ✓

Windlass & steering gear tested 2

The amount of Entry Fee \$3500.00 : Fees applied for, 1st Dec. 19 49

Special Survey Fee..... £ : per F.A.G. Received by me, 19

Travelling Expense, if any £ \$116.00 : 19

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

we are 100A1 of opinion the Vessel should be Classed 100A1 carrying petroleum in bulk

State whether the Vessel has been built under Special Survey Yes

Signature L.P. Chapman W. Kennedy
Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to NYK Date of issue 4/5/50

Committee's Minute NEW YORK JAN 4 - 1950 257

Character assigned +100A1
Carrying Petroleum in bulk
+LMC 11.49
Fitted for oil fuel 11.49 F. Babine/507

Note: Long framing, Elec. welded
Machy. aft. D.F. E.S.D. Gyc.
2 WTB (Spt.) 685 lbs □
C.L. Elec. light

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 a List of the Plans should be embodied.)

This vessel is the third of seven sister ships being constructed by the same builders. The working plans are being retained for use in the survey of these vessels. Enclosed herewith are blue prints of midship section plan and profile and deck plan.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded construction except seams of upper deck "A" strake to Q girder, No. 1 girder angles to upper deck, outboard seams of "C" and inboard seam of "D" strakes of upper deck plating, upper deck stringer angles, seams of sheer, bilge and flat keel strakes and bottom angles of No. 1 and 2 bottom shell girders to shell, which are riveted only in way of cargo tanks.

Large sections were prefabricated and welded prior to assembly on ship. Approved welding rods were used in manual welding. Unionweld approved welding process used elsewhere.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying petroleum in bulk. Longitudinal framing, machinery aft. Fitted for oil fuel 11,49. F.P. above 150° F. Electrically welded, D.F., E.S.D., Gyc.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	15584#	J.K.H.	15698	8.11.48	Head & Shank dropped	12'-0"
	2nd "	15639	"	15697	"	"	"
	3rd "	15594	"	15699	"	"	"
	Stream	5960		15700	"	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 129'3" ft., R.Q.D. ft., Bridge 38'9" ft., Forecastle 84'3" ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated No

Official No. 1276-F Signal Letters H.O.R.P. Extreme Breadth over Belting 82'-10" Over-all Length 628'-0" (Circ. 1611) (Circ. 1703)

No. and Material of Decks One complete - steel Parts of Bottom of Vessel coated with cement or approved composition Peak tanks only - cement in bottom (depth of casting)

Particulars of composition (if fitted) and of approval D.B. tanks coated with 2 coats of bitumastic solution. Fresh water tanks cement washed. Fore & aft peak tanks coated with 2 coats of bitumastic solution.

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,			Fore peak tank,	36'-0"	413.91
Double bottom, under Engines and Boilers, Aft	24'-0"	307.70	After peak tank,	24'-0"	151.98
Double bottom, if under Engines only,			Deep tank, aft,	42'-0"	1379.97
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

June 27; July 11, 12, 14, 15, 18; Aug. 1, 4, 5, 11, 15, 16, 17, 18, 19, 22, 24, 26, 31; Sept. 1, 2, 6*, 8*, 13, 14, 15, 16, 19*, 20*, 21*, 22*, 23*, 26*, 27*, 28*, 29*, 30*; Oct. 3, 4, 5*, 6*, 12*, 13, 20, 24; Nov. 2, 16, 21, & 22. *Indicates 2 visits

Total No. of Visits 70

For S.S.D.F. see main ship Sosaac Regasus, yard No. 570.



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