

Rpt. 1.

DISCLOSED

SECTION

REC'D NEW YORK, MAR 3 1950

NIN MOBIL EAGLE
STEEL STEAMER or MOTORSHIP.

DISCLOSED 3 APR 1950

SECTION

No. 793

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 17th January, 1950 Port of PHILADELPHIA, Pa. No. 9412

Survey held at Chester, Pa. Date First Survey 2nd Aug., 1949 Last Survey 18th January, 1950

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

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

TONNAGE under Tonnage Deck... 15623.73

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

Total 1974.21

Gross Tonnage 17597.94

Register Tonnage 10724

REGISTERED DIMENSIONS.
FEET.

Length 602.2

Breadth 82.7

Depth 42.7

CLASS * 100A1 State if with freeboard 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) 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. Building & Afloat

Built at Chester, Pa.

Launched 5th Jan., 1950 Yard No. 574

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

Owners Tankers Navigation Co., Inc.

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

Residence 17 Battery Place, N. Y.

Port of Registry Panama R.P.

If surveyed while building, afloat, or 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.
FRAMES, Spacing amidships Longl. Frames	-		Bracket Floors, Frame	-	
" " from 3/8 length amidships to Collision bulkhead	-		" " Reversed Frame	-	
" " 24" Aft Peak	-		" " Vertical Struts	-	
" " in peaks 24" Fore Peak	-		Centre Girder, depth and thickness amidships	57" x 62" in Eng. Rm.	
SIDE FRAMING. Longitudinal			" " top Angles	welded to Tank Top	
Frame Amidships, Angle, [or [	-		" " bottom Angles	welded to Flat Keel	
" " Extends up to	-		Side Girders, No. each side and thickness	3 - .50"	
Reversed Frame Amidships, Angle	-		Margin Plate depth (excl. of flange) and thickness	None	
" " Extends up to	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	
Depth of Framing Girder	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
Frames 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.		
Fore Peak inverted Angles in Peaks, Angle or [	8" x 4" x .44	above 2nd dk.	Breadth and thickness of Middle Line Strake	.62" (Seams butt welded)	
Aft Peak inverted Angles	6" x 4" x .44	above upper dk.	Thickness of remainder in Holds	-	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7" x 4" x .44		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	
State if Frame Joggled	No		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships in Wells, Angle [or [-	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		" " in way of Bridge, Angle, [or [-	
SINGLE BOTTOM.			Spacing at ends Toewelded	9" 4" .50	
Floors, Depth and thickness at mid-line in Holds	-		Second Deck, amidships, Angle, [or [	8" 4" .50	
Height of Brackets at side above base line at toe of frame	-		Spacing .30" & 24"	-	
Middle Line Keelson, on Floors, Angles, [or [	93" .50" C Girder		Third Deck, amidships, Angle, [or [-	
" " Through Plate or Intercoastal Plate	24" x .00" Rider Plt. on C Girder (Welded)		Spacing	-	
" " Foundation Plate on Floors	-		Fourth Deck, amidships, Angle, [or [-	
" " Flat Plate Keel Angles	C Girder Welded to flat keel		Spacing	-	
Side Keelsons, No. each side	-		Inverted	6" 4" .44	
" " thickness of Intercoastal Plate	-		Poop Deck, Angle, [or [Transv. Beams	6" 4" .38" welded	
" " Angles	-		Spacing 28" - 29" fwd. of Inverted A.P. Bhd.	24" aft. of A.P. Bhd.	
DOUBLE BOTTOM.			Bridge Deck, Angle, [or [Longl. Beams	5" 3" .31" welded	
Solid Floors, thickness and spacing 29" max.	57" .50" in Eng. Rm (Welded)		Spacing 30"	-	
" " Are Frame and Reversed Frame joggled?	No		Forecastle Deck, Angle, [or [Transv. Beams	6" 4" .38"	
Bracket Floors, breadth and thickness at middle line	-		Spacing 24" & 30"	-	
" " 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	-	
" in 'tween Decks, Size and Spacing....			Thickness of Plating abreast Deck openings in way of Wells	-	
" " " " "	Vertical Webs ✓ of Transv. Bhd's		Thickness of Plating abreast Deck openings in way of Bridge	-	
" in Holds " "			Thickness of Plating within line of openings..	-	
" " " " "			If Sheathed, material and thickness.....	-	
Wing			Third Deck.		
Centre Line Bulkhead. 20'-0" off C	7" to 14" toe welded .30"	✓	Stringer Plate, breadth and thickness.....	None ✓	
Stiffeners and Spacing. I.S. & Flg. Plts.			If Plated, state thickness.....	-	
Plating, thickness of. 44" to 56"			Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	None ✓	
Uppermost Continuous Deck.			If plated, state thickness.....	-	
Stringer Plate, breadth and thickness in Wells	116" x 1.18" ✓		Poop Deck.		
" " " " in way of Bridge	116" x 1.42" ✓		Stringer Plate, breadth and thickness.....	63" .80" .42" ✓	
" Angle in Wells I.S.	8"x8"x1-1/8" Riveted ✓		Plating, sheathing, material and thickness.....	.34" steel ✓	
Thickness of Plating abreast Deck openings } in way of Wells	1.18" ✓		Bridge Deck.		
Thickness of Plating abreast Deck openings } in way of Bridge	1.18" ✓		Stringer Plate, breadth and thickness.....	89" .48" ✓	
Thickness of Plating within line of openings..	.91" ✓		Plating, sheathing, material and thickness.....	.34" ✓	
If Sheathed, material and thickness	Unsheathed ✓		Forecastle Deck.		
Second Deck. At ends only			Stringer Plate, breadth and thickness.....	60" x 47" ✓	
Stringer Plate, breadth and thickness in Wells	48" & 44" ✓		Plating, sheathing, material and thickness.....	27" .31" .62" under windlass ✓	
Deck plating	Plated transversely ✓				

SHELL PLATING.

SCANTLINGS.				RIVETING.							
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.			Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	96"	1.06"	1.06"	1.06"	Riveted Seams	Butts & seams electrically welded except flat					
" DBLG. (if any)	None					keel, upper & lower seams of bilge and sheer					
BOTTOM PLATING, No. of Strakes 4 p.s.s.	90"	1.00"	1.00"	1.00"		and stringer angle.					
BILGE PLATING, No. of Strakes 2 p.s.s.	89-3/4"				Double	upper 1" 3-3/4"					
SIDE PLATING, No. of Strakes 3 p.s.s.	77"	1.00"	.68"	.62"	"	lower 1-1/8" 4 1/4" welded					
UPPER DECK, Sheer-strake in Wells	83"				Welded						
UPPER DECK, Sheer-strake in Bridge	90"	.78"	.52"	.52"	Double	1-1/8" 4 1/4"					
STRAKE BELOW Sheer-strake in Wells	88"	1.25"	.52"	.52"	"	1-1/8" 4 1/4"					
STRAKE BELOW Sheer-strake in Bridge	88"	1.44"	-	-	Welded						
POOP SIDE PLATING	96-3/4"	1.01"	.52"	.52"	"						
BRIDGE SIDE PLATING	96-3/4"	1.01"	-	-	"						
FORECASTLE SIDE PLATING	102"			1.00 to .42"	"						

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c) 16 complete transv. O.T. &		KEEL, Bar		Cstg.	Penn Steel	Hold.
" Deck next below W.T. bulkheads		STEM		"	"	"
As per Rule As approved		STERN FRAME		Propeller Post	"	"
				Rudder	"	"
		Speed of Vessel		16 knots		
		RUDDER—Type		streamlined		
		" A x D		4620		
		" Diam. of head		Cstg. 15"		
		" Mainpiece at top pintle		Cast steel frame		
		" " heel		Electrically welded		
		" how constructed				
		" double or single plate coupling, vertical or horizontal		Double		
				Horizontal		
STIFFENERS.						
VERTICAL.		HORIZONTAL.				
Plating Thickness.		Scantlings.		Spacing.		
		Scantlings.		Spacing.		
Center tank		7" to 18"		inverted Ls 30"		
MIDSHIP BULKH'D, Upper tween decks		44" 56"		inverted Ls 30"		
" " Second wing		44" 56"		7" to 18"		
" " Third		44" 56"		inverted Ls 30"		
" " Holds		56"		8" x 4" x 44" 30" (toe welded)		
COLLISION " To 2nd Dk.		40"		flanged plts		
" (in Hold) above		50"		8" x 44" 50" (toe welded)		
AFTER PEAK " "		50"		10" x 11" x 44" 50"		
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		

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
	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.	Ins.	Ins.		Number.	Diameter.	
& Flanged Plts. Inverted in Bridge 'tween Decks ... from Uppermost Continuous Deck No. 1	L6"	x 4"	.38"	Vertical														
	L7"	x 4"	.50"	✓														
" 2	L7"	x 4"	.50"	✓														
" 3	L8"	x 4"	.44"	✓														
" 4	L8"	x 4"	.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 → Amidships .30" At Ends 30"	" 18"x5"		.50"	✓														
	34" at Bilge			✓														
Tank Top Longitudinals																		
Bottom "																		
Amidships																		
At Ends...																		
Transverses.																		
Bridge Deck	Depth and Thickness	21"	.50"															
	Face Angles	6"	Flg.															
	Lugs to Shell*	Welded																
		Center Tank																
	Depth and Thickness	36"	.50"															
	Face Angles	5"	.50" Flg. Plt. 8"	.56"	Flg. Plt.													
	Lugs to Shell*	Welded																
		Transv. to Side																
	Depth and Thickness	36"-54"	.50"															
	Face Angles	Flg. Plt. 8"x.56"																
	Lugs to Shell*	Welded																
	" , Back Bars																	
	Brackets	.86"-96".50"																
ng of Transverse Frames																		
* State if joggled or liners.																		
itudinal	Bridge Deck	5"x3"x.31"	Toe welded															
ms of	Upper	XXXXXX,																
XXXX	Lower	XXXXXX,																
	Flg.	XXXXXX,																

[illegible]

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

Plating in Holds, thickness and material..... Cargo Battens, thickness, material and spacing.....

Number of **Shifting Beams**
and/or **Fore and Afters** (

Builder's Signature. *Ben Phelps & Co. L. V. So. John - Smith N. A.*

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 No. 4 the vessel is of all welded construction. ✓

This vessel is intended to carry petroleum in bulk. The oil tanks, oil fuel tanks, cofferdams, tanks, 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 ex-
tinguisher system (machinery space).

ie amount of Entry Fee	\$ 3500.00	:	} Fees applied for, 2nd Feb. 1920 per F.A.G. Received by me, 19.....
Special Survey Fee.....	£	:	
Travelling Expense, if any	£ 130.00	:	

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

We are
~~XXXX~~ of opinion the Vessel should be Classed ~~XXXX~~ Local
carrying petroleum in bulk.

ate whether the Vessel has been built under Special Survey Yes

Signature L. B. Chapman / H. W. Cundy
Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to W.K. Date of issue 14/5/50

Committee's Minute NEW YORK MAR 15 1950

Character assigned + 100 AI ~~PHL 1,50~~

NOTE. Part elec. weld.
long. framing, cruiser stem - mchy. aft
D.F. - E.S.D. - GYC. - Radar.
2 WTB (SPT) 685 lbs.
blue. 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 List of the Plans should be embodied.)

This vessel is the fifth 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 D 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 Nos. 1 & 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. Unionmelt approved welding process used else

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 1,50. 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.	Date	
	1st Bower	2nd "
15560 lbs. S.S. 15734 Cert. No. 4, 11, 48 Head & Shank dropped 12'-0"	15655 " " 15735 " " 4, 11, 48 " " " "	15535 " " 15736 " " 4, 11, 48 " " " "
Steam 5930 " " 15737 " " 4, 11, 48 " " " "		

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

Official No. 1335-F Signal Letters H.O.U.H. Extreme Breadth over Belting 82'-10" (Circ. 1611) Over-all Length 628'-0" (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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.		
Double bottom, aft,			Fore peak tank,	36'-0"	413.9
Double bottom, under Engines and Boilers, Aft	94'-0"	307.70	After peak tank,	24'-0"	151.9
Double bottom, if under Engines only,	103'-3"	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	42'-0"	1379.9
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity	44'-55"	-	* (If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

Aug. 2, Sept. 21, Oct. 3, 4, 5, 6, 7, 10, 12, 14, 19, 24, 26, 31, Nov. 2, 4*, 7**, 8*, 9*, 10*, 12*, 13*, 14*, 17*, 18, 21*, 22*, 23*, 25**, 28*, 29*, 30*, Dec. 1*, 2**, 5*, 6*, 30, 1949, Jan. 5, 16, 18*, 1950

* Indicates additional visit

Total No. of Visits 65



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For S.S.O.F. see main shipyard No. 570 Torac Legasus