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Rpt. 1.  
6 APR 1949

IN D.O.

DISCLOSED

STEEL STEAMER or MOTORSHIP

2- APR 1949

London Office

SECTION

No. 780

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

SECTION

No. 780

No. 49002

Date of completion of report

25<sup>th</sup> Feb. 1949

Port of New York

Survey held at Brooklyn

Date First Survey 20<sup>th</sup> Sept. 1948

Last Survey 27<sup>th</sup> Jan. 1949

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

"LIDIA" ex L.S.T. 198

Twin screw, machinery fitted aft

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

Converted L.S.T.

State Type of Erections none

TONNAGE under Tonnage Deck....

CLASS A1

State if with freeboard as condition of Class Yes

Built at Seneca N.Y.

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)

309.0

Launched in 1943

Yard No. -

Total

Breadth (greatest moulded)

50.0

Builders Chicago Bridge & Ironworks.

Gross Tonnage

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

25.02

Owners Shell Caribbean Petroleum Co.

Register Tonnage

1st Longitudinal Number (L x D) = 7731

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

REGISTERED DIMENSIONS. FEET.

2nd Numeral L x (P + D) = 23181

Residence

Length

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

Intended Port of Registry Maracaibo

Breadth

Proportions—Depth to Length — Uppermost continuous deck to top of keel

123

If surveyed while building, afloat, or in dry dock

Depth

Draught Moulded

both, during conversion.

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			Bracket Floors, Frame		
" " from 3/4 length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [ or ]			" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle [ or ]			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, [ 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			Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle or [			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake		
Is the Frame Joggled			Thickness of remainder in Holds		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in Holds			" " in Wells, Angle [ or ]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [ or ]		
Middle Line Keelson, on Floors, Angles, [ or ]			Spacing		
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [ or ]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [ or ]		
Double Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [ or ]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [ or ]		
Solid Floors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, [ or ]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [ or ]		
			Spacing		



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[illegible]



EQUIPMENT No. 23436												LETTER <i>W</i>	ANCHORS.		
Number of Certificate.	Anchor.	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.				
15694	1st Bower.....	46	0	23				40	19	0	0	45	Baldt Stockless	Baldt anchor	Chester, 5-11-48. J.K.H.
	2nd ".....	44	0	7								45		chain & Forge	
	3rd ".....											38		6°	
	Collective Weight.											128			
	Stream.....											12			

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	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.	Statu-ory.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3823	150	1 1/4	415	58	127	0	6				DI-LOK	Baldt anchor chain & Forge 6°	Chester, 10-11-48 J.K.H.	TOWLINE	8 @ 60	7		100	4
																man		2 @ 6 1/2	
																man		90	7
																man		2 @	
																60	2	90	2 1/4
																6/24			6 1/2
Iron Stream Chain or Steel Wire	4 @ 90	Cir. 2 1/4							90	4 1/4	F.S.W.R.								
		6/24								6/12									

Steering Gear, Type (Power or hand) *Electric made by J. P. Morris, Philadelphia.* Alternative Means of Steering *Steel wire ropes from quadrants thro' sheaves and blocks to manually operated drum.*

Steering Chains (Size and Test) *none* *Capstans* *Electric made by Webster - Brinkley, Seattle* *Boats* *1 @ 24' x 7.8' x 3.33' steel*  
*1 @ 24' x 8.0' x 3.5' "*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *Steel plate E.W.* Thickness of Hatches *C.S. oiltight hinged lids, 1/2" thick*

Size of Hatchways No. 1 (Fwd.) *48" x 36" (oval)* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*  
*to cargo tanks*

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

Builder's Signature.....

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.....

(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).

*This vessel was originally built as an L.S.T. under the supervision of the Bureau of ships in the U.S.A. and has been converted at this time to a bulk oil carrier carrying petroleum with limitations of service*

*The main scantlings have been verified from the vessel and found to be in agreement with or equivalent to those shown on the approved drawings.*

*The special survey for classification has been completed (see Rpt 8) and the vessel's condition and standard of workmanship and welding is considered satisfactory.*

*In view of the special circumstances and limited service of the vessel, it is considered that the equipment now on board is such as could entitle the fig 1 to be assigned - see London letter to Anglo-Saxon Petroleum Co dated 23<sup>rd</sup> July 1948 and New York letter dated 26<sup>th</sup> Nov. 1948*

*The vessel has now 270 fthm of 1 1/4" and 30 fthm of 1 1/2" dia. cable together with 2 bower anchors.*

The amount of Entry Fee ..... £ : : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... *See Rpt 8.* : : Received by me, *we are*

Travelling Expense, if any £ : : *I am of opinion the Vessel should be Classed A1 with freeboard*

*Carrying petroleum in bulk for service between Curacao and Maracaibo Gulf and lakes.*

State whether the Vessel has been built under Special Survey..... Signature *M. S. Keller & J. Todd.*

Certificate to be sent to *N.Y.K.* Date of issue *16/6/49* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *✓* **NEW YORK MAR 16 1949** *ARP*

Character assigned *A1-49 with freeboard subject.*

*For service between Curacao and Maracaibo Gulf and lakes*

*Carrying Petroleum in bulk*

*S.S. N.Y.K. 1-49 - LMC - L 49*

*D.B.S. 1,49 T.S. 12, 48.*

*Converted '49*

*Classed 1-49*

*NOTE-ELEC. WELDED CRUISER STERN - MCHY AFT. - GYC - 1 D.B. (7 LBS.) 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 List of the Plans should be embodied.)

This vessel is similar to M.V. "LUISA" New York Report No. 48958 for which plans have already been forwarded.

Reference in N.Y.R. 48958 under "General Remarks" relating to Collision Bulkhead, equipment, tonnage particulars etc. also apply to this vessel.

PARTICULARS OF ELECTRIC WELDING (if employed)

Similar to New York Rpt. 48958

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

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. Signal Letters Extreme Breadth over Belting 50' 3 3/4" Over-all Length 327' 75" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 Continuous steel upper deck, 2 3rd deck of steel in way of machinery space.

Parts of Bottom of Vessel coated with cement or approved composition.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank, New York Rpt. 48958		
Double bottom, if under Engines only,			Deep tank, aft,		
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



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Total No. of Visits

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