

RECEIVED
Rpt. 1.
25 MAY 1949

DISCLOSED

IN D.O.
SECTION
No. 851 B

"SAINT CHRISTOPHER"

STEEL STEAMER or MOTORSHIP

Received at London Office 18 MAY 1949

DISCLOSED

SECTION

No. No. = 9270

851 B

37313

mb

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 7th April, 1949 Port of PHILADELPHIA, PA.

Survey held at Chester, Pa. Date First Survey 28th July, 1948 Last Survey 20th March, 1949.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw steamer "KUWAIT"

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

State Type of Erections P.B. & F.

TONNAGE under 15623.72
Tonnage Deck...

CLASS *100A1 State if with freeboard} no
Carrying petroleum as condition of Class} FEET.

Built at Chester, Pa. - U.S.A.

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) L 600'0"

Launched 17th Feb. '49 Yard No. 567

Total 1988.85

Breadth (greatest moulded) B 82'6"

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

Gross Tonnage 17612.57

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

Owners Kupan Transport Co.

Register Tonnage 10869

1st Longitudinal Number (L x D) = 25500

Managers Marine Transport Lines, Inc.
(Where necessary to be entered in Reg. Book.)

11 Broadway

Residence New York, N. Y.

REGISTERED DIMENSIONS.

Length 602.2
Breadth 82.7
Depth 42.7

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'-2-3/4" (assigned by ABS)

Port of Registry Monrovia, Liberia

If surveyed while building, afloat, or in dry dock

Building and afloat

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		
Longitudinal	-		" " Reversed Frame	-	
" " from 3/8 length amidships to Collision bulkhead	-		" " Vertical Struts	-	
24" aft peak	-		Centre Girder, depth and thickness amidships	57" x .62" in eng. m.	
" " in peaks 24" fore peak	-		" " top Angles	welded to tank top	
FRAMING. Longitudinal			" " bottom Angles	welded to flat keel	
Frame Amidships, Angle, [or [	-		Side Girders, No. each side and thickness	3 — .50"	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	none	
Reversed Frame Amidships, Angle	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	
" " Extends up to	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
Thickness of Framing Girder	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
Frames in Uppermost Continuous 'tween Decks, Angle [or [	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
" Second 'tween Decks, Angle, [or [	-		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
" Third " " "	-		INNER BOTTOM PLATING.		
from 1/2 len. for'd. to 15% len. from Stem	8" 4" .44"		Breadth and thickness of Middle Line Strake	.62" seams butt welded	
Forepeak inverted angles	7" 4" .44"		Thickness of remainder in Holds	-	
in Peaks, Angle or [	6" 4" .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	
After peak	-		BEAMS.		
meter and Spacing of Rivets through Frame and Shell Plating amidships	-		Uppermost Continuous Deck, amidships		
IF Frame Joggled	no		in way of Bridge, Angle, [or [-	
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes		Spacing	-	
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes		at ends toe welded	9x 4x .50"	
DOUBLE BOTTOM.			Second Deck, amidships, Angle, [or [	8x 4x .50"	
Floors, Depth and thickness at mid-line in Holds	-		Spacing	30" & 24"	
Height of Brackets at side above base line at toe of frame	-		Third Deck, amidships, Angle, [or [-	
Middle Line Keelson, on Floors, Angles, [or [	93" x .50" & girder 24" x 1.00" Rider pl.		Spacing	-	
" " Through Plate or Intercoastal Plate	on & girder welded		Fourth Deck, amidships, Angle, [or [-	
" " Foundation Plate on Floors	-		Spacing	-	
" " Flat Plate Keel Angles	& girder welded to flat keel		Poop Deck, Angle, [or [-	
Side Keelsons, No. each side	-		Spacing	6"x 4"x .44" welded 6"x 4"x .39"	
" thickness of Intercoastal Plate	-		28" & 29" fwd of 24" aft of A.P. Bhd.	-	
" Angles	-		inverted	-	
DOUBLE BOTTOM.			Bridge Deck, Angle, [or [	6" x 4" x .38" welded	
Solid Floors, thickness and spacing 29" Max 57" x .51" in Eng. Room (welded)	-		Spacing	29 1/2"	
" " Are Frame and Reversed Frame joggled?	no		inverted	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or [	6" x 4" x .38" welded	
" " breadth and thickness at margin plate	-		Spacing	21.6" & 21.0"	

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 transverse bhds.			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 Center Line Bulkhead, 20'0" off			Third Deck.	none ✓	
Stiffeners and Spacing..... or flg. plts ✓ toe welded	7" to 14" spaced 2'6"		Stringer Plate, breadth and thickness.....	-	
Plating, thickness of..... .42 to .56"			If Plated, state thickness.....	-	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	-	
Stringer Plate, breadth and thickness in Wells	116" x 1.18"		If plated, state thickness.....	-	
" " " " in way of Bridge	16" x 1.18" 24" x .75" db'l. pl't (riveted)		Poop Deck.		
" Angle in Wells	18" x 8" x 1-18" riveted		Stringer Plate, breadth and thickness.....	63" x .80" .42"	
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	"		Bridge Deck.		
Thickness of Plating within line of openings..	.91" ✓		Stringer Plate, breadth and thickness.....	87½" x .48"	
If Sheathed, material and thickness	unsheathed ✓		Plating, sheathing material and thickness.....	.34"	
Second Deck. (at ends only)			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells & deck plating	.48" & .44" plated transversely		Stringer Plate, breadth and thickness.....	60" x .47"	
			Plating, sheathing material and thickness.....	.27" & .31" .62" (unwindlas)	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>no</u>	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAPPED LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	96"	1.06"	1.06"	1.06"									
" DBLG. (if any) none	-	-	-	-									
BOTTOM PLATING, No. of Strakes (4) p.s.s.	90"	1.00"	1.00"	.62"									
BILGE PLATING, No. of Strakes (2) p.s.s.	69 3/4"	1.00"	.68"	.62"									
SIDE PLATING, No. of Strakes (3) p.s.s.	83"	1.00"	.68"	.62"									
UPPER DECK, Sheer-strake in Wells	90"	.78"	.52"	.52"									
UPPER DECK, Sheer-strake in Bridge	88"	1.44"	poop front	.52"									
STRAKE BELOW Sheer-strake in Wells	88"	1.20"	.52"	.52"									
STRAKE BELOW Sheer-strake in Bridge	88"	1.20"	-	-									
POOP SIDE PLATING House	96 3/4"	1.01"	.52"	.52"									
BRIDGE SIDE PLATING	96 3/4"	1.01"	-	-									
FORECASTLE SIDE PLATING	102"	1.00"	.42"	.42"									
	106"	.68"	.50"	.50"									
	not part of shell												
			.46"										

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.																			
" Deck next below & w.t. bulkheads																			
As per Rule as approved																			
					STIFFENERS.														
					VERTICAL.					HORIZONTAL.									
					Plating Thickness.														
					Scantlings.					Spacing.									
										Scantlings.					Spacing.				
Center Tank dks ✓					✓					7" to 18" inverted ✓					30"				
MIDSHIP BULKH'D, Upper Deck ✓					.42" to .56"														
" " Second " ✓					✓					7" to 14" inverted ✓					30"				
" " wing " ✓					.42" to .56"														
" " Hold " ✓																			
COLLISION " (in Hold) above ✓					.40" to .56"					8x4" x 30' Toe welded									
AFTER PEAK " ✓					50" to 60" x 10" to 11" x 13" x .44" .50"					toe welded									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth steel!																			
STEEL. Carnegie Illinois Steel Corp., Bethlehem Steel Co., Worth Steel Co., and Lukens Steel Co.																			
Has the Steel been tested as required by the Rules? yes ✓																			

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN LONGITUDINAL FRAMES.		SPACING OF RIVETS ON EACH SIDE OF TRANSVERSES AND BULKHEADS.		RIVETS IN BRACKETS TO BULKHEADS.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam. Speng.		Inches.		Number. Diameter.			
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		
Flanged plates & L, XXXXX inverted																				
Bridge 'tween Decks ...																				
Uppermost Continuous No. 1																				
" 2																				
" 3																				
" 4																				
" 5																				
" 6																				
" 7																				
" 8																				
" 9																				
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
midships ... 30" ✓																				
at Ends ... 30" ✓																				
Top Longitudinals																				
Bottom																				
Finals { 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																				
Joggled or liners.																				
Bridge Deck																				
Upper																				
Second																				
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.

NEW YORK APR 27 1915

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Lloyd's Register Foundation

0175 2/3

EQUIPMENT No.						LETTER		ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE BXX		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. lbs.	lbs.	Cwts. lbs.	lbs.	Cwts. lbs.	lbs.	Cwts. lbs.	lbs.			
5643	1st Bower.....	15574		-	-	132784		15530		Stockless	Baldt A.	Chester, Pa. 24-9-48
5642	2nd "	15684		-	-	132784		15530		"	C.&F.Div.	J.K.Helms
5644	3rd "	15519		-	-	132784		15530		"		"
	Collective Weight.	46777						46590				"
5641	Stream	5998				100912		5915		"		"

CHAIN CABLES.										HAWSERS AND WARPS.									
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.			
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Diam.	Length.	Diam.
	Fathoms.	Ins.	100 lbs.	1000 lbs.	Cable. 1000 lbs.	Per Rule.	Fathoms.	Ins.					Fathoms.	Ins.	100 lbs.	1000 lbs.	Fathoms.	Ins.	
3813	330	2 1/16	✓	✓	143732	134200	330	2 1/16	Di-Lok	Baldt	Chester, Pa. 19-11-48 J.K.Helms	TOWLINE	140	2 1/16	327000	140	2 1/16	Manila	
												3 @	90	9"	hawser	270	9		
												3 @	90	8"	Manila	270	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 covers 22.95 lbs Thickness of Hatches Fwd. dry cargo hatch. Hinged cover 20 lbs.

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

SUN SHIPBUILDING & DRYDOCK CO.

Builder's Signature [Signature] Naval Architect

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 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 orders. The scantlings and arrangements are in accordance with, or equivalent to, those shown on approved plans. With a few exceptions, as noted on page 4, the vessel is of all-welded construction. The ship is intended to carry petroleum in bulk, the oil tanks, oil fuel tanks, coffer-dams, peaks, deep tanks, and double bottom tanks have been tested in accordance with the Rules and found satisfactory. Materials and workmanship are good throughout. The vessel is fitted with a direction finder, radar, gyro compass, fathometer, C.O.2 fire ext. system (mach'y. space).

Amount of Entry Fee	£ Agreed inclusive fee	Fees applied for, 9th Apr. 1949 per F.A.G. Received by me, 19	(Special notations, where part of class, to be stated.)
Special Survey Fee	£ \$6000.00		
Materials; Phila. Travelling Expense, if any £	591.00		
Other districts)			
whether the Vessel has been built under Special Survey.	yes		
icate to be sent to	N.Yk. Office	Date of issue	27/7/49

Committee's Minute / **NEW YORK APR 27 1949**

Character assigned +100A1-PHL

Carrying Petroleum in bulk

Fitted for oil fuel 349 F.P. above 150°F

+LMC-3, 49

NOTE - PART ELEC. WELDED. LONG FRAMING - MCHY AFT. J.F. - E.J.D. - GYE 2 WT B (VPT) 965 lbs.

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 first of two sister ships, and of seven other similar vessels to be 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 & Deck Plan.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded construction except upper deck stringer angle seams of sheer and bilge strakes and sheerstrake and upper deck stringer plate doublers which are riveted. Large sections were preassembled and welded prior to assembly on ship. Approved welding rods were used in manual welding. Unionmelt 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 13,49 F.P. above 150° F. Electrically welded. DF ESD GYC.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	15574 lbs.	-	J.K.H.	15643	24-9-48	Head & shank dropped 12'.
	2nd "	15684	"	"	15642	"	"
	3rd "	15519	"	"	15644	"	"
	stream	5998	"	"	15641	"	"

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. (house)

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated no

Official No. 102 Signal Letters ELAG 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 bottoms (Depth of casting)

Particulars of composition (if fitted) and of approval Double bottom tanks coated with No.26 (metallic brown)

Fresh water tanks. Cement washed. Fore & aft peak tanks coated with No.26 metallic brown

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"	413.91
Double bottom, under Engines and Boilers, aft	94'0" ✓	308.26	After peak tank,	24'0"	155.89
Double bottom, if under Engines only,			Deep tank, aft,	-	-
Double bottom, if under Boilers only,			Deep tank, forward,	42'0" ✓	1374.6
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 March, 1948

Dates of Surveys held while building

1948 July 28, Aug. 24, Sept. 1, 7, 10, 13, 14, 16, 17, 20*, 22, 27, 28, 30
Oct. 7, 8, 11*, 13, 14, 18*, 25. Nov. 1, 12, 16, 17*, 22, 29. Dec. 1, 2*, 6, 7, 8, 9, 13*, 14, 15, 17, 20, 24, 27, 28, 29.
1949 Jan. 3, 4, 5, 6, 11, 12, 17, 18*, 19, 20, 21, 25, 24, 26, 27, 28, 31. Feb. 1*, 2*, 3, 4, 9, 14, 17, 18, 24. Marc. 17, 18, 22, 23
Total No. of Visits 83

*2 visits