

STEEL STEAMER or MOTORSHIP.

Received at London Office.

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

FREEBOARDS ASSIGNED BY THE AMERICAN AUTHORITY.

State if Report is sent on the Machinery of the Vessel YES (RPT. 9)

of completion of report 14TH OCTOBER 1957 Port of BOSTON No. 4793

y held at QUINCY AND EAST BOSTON Date First Survey 23RD MAY 1957 Last Survey 25TH SEPTEMBER 1957

e (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.T. WINAMAC. - SINGLE SCREW - MACHINERY FITTED AFT.

POOP BRIDGE

Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) State Type of Erections AND FCLE

AGE under }
ge Deck.... }
space or spaces }
n Tonnage Dk. }
pper Dk. }

CLASS PETROLEUM IN BULK State if with freeboard }
(JOINT CLASS L.R. AND ABS) as condition of Class } FEET.

Built at QUINCY - MASSACHUSETTS.

Launched 18TH JUNE 1957 Yard No. -

Builders BETHLEHEM STEEL COMPANY.

Owners MOBIL TANKEIS COMPANY S.A.

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

Residence -

Port of Registry PANAMA R.P.

If surveyed while building, afloat, or in dry dock
WHILST BUILDING, AFLOAT AND
IN DRYDOCK.

Tonnage 11,950.88

er Tonnage 8566.00

ISTERED DIMENSIONS.
FEET.

526.3

74.3

38.9

Length from fore part of stem to after part of stern }
post on summer L.W.L. See Sec. 3 (1a) } L 525.5

Breadth (greatest moulded)..... B 74.00

Depth, at middle of length from top of keel to top }
of beam at side of uppermost continuous } D 38.75
deck. See Sec. 3 (1c) }

1st Longitudinal Number (L x D)..... = ✓

2nd Numeral L x (B + D)..... = ✓

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

Proportions—Depth to Length — Uppermost con- }
tinuous deck to top of keel } ✓

Do. Long Bridge to top }
of keel } ✓

Draught Moulded 30'-13 1/8"

FRAMES, DOUBLE BOTTOM AND BEAMS.

DETAILS OF LONGI- TUDINAL FRAMING SEE REPORT 1*	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
MES, Spacing amidships.....	LONGITUDINAL FRAMING	✓	Bracket Floors, Frame	✓
" from 3/8 length amidships to } Collision bulkhead..... }	NEW LONGI. FRAMING AND PART EXISTING SHIP	✓	" " Reversed Frame	✓
" in peaks SEE ORIG. FIRST ENTRY REPORT.		✓	" " Vertical Struts	✓
FRAMING.	LONGITUDINAL	✓	Centre Girder, depth and thickness amidships	✓
ame Amidships, Angle, [or [FRAMING AS APPROVED.	✓	" " top Angles	✓
" Extends up to.....	- - -	✓	" " bottom Angles	✓
versed Frame Amidships, Angle.....	NONE	✓	Side Girders, No. each side and thickness.....	✓
" Extends up to.....	- - -	✓	Margin Plate depth (excl. of flange) and } thickness	✓
h of Framing Girder..... LONGI. FRAMING.		✓	" " Vertical Angle to Tank side } Bracket abaft 1/4 len. from } stem	✓
nes in Uppermost Continuous 'tween } Decks, Angle [or [}	✓	✓	" " Vertical Angle to Tank side } Bracket from forward 1/4 len. } from stem to Panting Area } 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	NEW LONGI. FRAMING AND PART EXISTING SHIP.	✓	INNER BOTTOM PLATING.	✓
in Peaks, Angle or [SEE ORIGINAL FIRST ENTRY RPT.		✓	Breadth and thickness of Middle Line Strake.....	✓
meter and Spacing of Rivets through Frame } and Shell Plating amidships }	E.W. LONGI- FRAMING.	✓	Thickness of remainder in Holds	✓
e 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?	✓
the scantlings and arrangements in the } anting Area in accordance with the Rules } id/or as approved?	SEE ORIG. } FIRST ENTRY } REPORT.	✓	BEAMS.	✓
the scantlings and arrangements in way of the } ottom Forward in accordance with the Rules } id/or as approved?	EXISTING FORD } END PORTION } AND AS NOW } APPROVED.	✓	Uppermost Continuous Deck, amidships } in Wells, Angle [or [}	✓
GLE BOTTOM.		✓	" " in way of Bridge, Angle, } [or [}	✓
loors, Depth and thickness at mid-line in } Holds	✓	✓	Spacing	AS } APPROVED
Height of Brackets at side above base } line at toe of frame	✓	✓	Second Deck, amidships, Angle, [or [✓
iddle Line Keelson, on Floors, Angles, } [or [}	✓	✓	Spacing	✓
" " " Through Plate or } Intercoastal Plate..... }	✓	✓	Third Deck, amidships, Angle, [or [✓
" " " Foundation Plate on } Floors	✓	✓	Spacing	✓
" " " Flat Plate Keel Angles	✓	✓	Fourth Deck, amidships, Angle, [or [✓
de Keelsons, No. each side	✓	✓	Spacing	✓
" " thickness of Intercoastal Plate....	✓	✓	Poop Deck, Angle, [or [✓
" " Angles	✓	✓	Spacing	✓
UBLE BOTTOM.		✓	Bridge Deck, Angle, [or [✓
olid Floors, thickness and spacing	✓	✓	Spacing	✓
" " Are Frame and Reversed Frame } joggled?	✓	✓	Forecastle Deck, Angle, [or [✓
acket Floors, breadth and thickness at } middle line	✓	✓	Spacing	✓
" " breadth and thickness at } margin plate	✓	✓		

PILLARS AND DECKS.

[illegible]

SHELL PLATING. IN WAY OF GAZED TANKS ONLY.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. → OF CARGO TC LENGTH.	EDGES. NO.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAN LA
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL81	.92	.92	.92		E.W. ✓							
" DBLG. (if any)		NONE				✓							
BOTTOM PLATING, No. of Strakes FOUR.....	A700	.87	.87	.87		B TO C DOUBLE.	1"	3/4"					
BILGE PLATING, No. of Strakes TWO.....	E4F	.87	.87	.87		D TO E DOUBLER.	1"	3/4"					
SIDE PLATING, No. of Strakes THREE.....	G7J	G4H = .68	.68	.68		F TO G DOUBLE.	7/8"	5/16"					
	J = .89	.89	.89			H TO K DOUBLER.	1"	3/4"					
UPPER DECK, Sheer-strake in Wells	K98	1.06	1.06	1.06		INCREASED TO 1-20 AT BREAKS OF BRIDGE AND POOP AS APPROVED							
UPPER DECK, Sheer-strake in Bridge.....	✓					✓							
STRAKE BELOW Sheer-strake in Wells	✓					✓							
STRAKE BELOW Sheer-strake in Bridge	✓					✓							
POOP SIDE PLATING	SEE ORIG. FIRST ENTRY					✓							
BRIDGE SIDE PLATING.....	SEE ORIG. FIRST ENTRY					✓							
FOREC'TLE SIDE PLATING	SEE ORIG. FIRST ENTRY					✓							

WATERTIGHT BULKHEADS. SEE ALSO REPORTS.

NEW PORTION
Total No. of W.T. BULKHEADS in Vessel— 10 TOTAL OF 14 INSHIR
Extending to Upper Deck (Sec. 3 c) 10
" Deck next below NONE
As per Rule AS APPROVED

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dev from App Plans to b
KEEL, Bar				
STEM				
STERN FRAME { Propeller Post				
{ Rudder "				
Speed of Vessel				
RUDDER—Type				
" A X D				
" Diam. of head				
" Mainpiece at top pintle				
" " heel				
" how constructed				
" double or single plate				
" coupling, vertical or				
" horizontal				

STIFFENERS.

PARTIC. GIVEN ARE FOR		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
BHD. ON FR. NO 63.						
MIDSHIP BULKH'D, <u>Upper tween decks</u>		✓	✓	✓	✓	✓
"	" <u>Second</u>	"	✓	✓	✓	✓
"	" <u>Third</u>	"	✓	✓	✓	✓
"	" <u>Holds</u>	"	✓	✓	✓	✓
COLLISION		"	SEE ORIG. FIRST ENTRY REPORT.			
AFTER PEAK		"	SEE ORIG. FIRST ENTRY REPORT.			

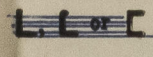
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).

STEEL. AS APPROVED BY NEW YORK OFFICE

Has the Steel been tested as required by the Rules?

S.T. "WINAMAC" - REPORT FOR NEW CARGO TANK LENGTH MIDDLE BODY
JOINED TO OLD END SECTIONS.

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 Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Spang. Ins.		Number.	Diameter. Inches.
 O.A. E.W. TOE ON.												
Bridge 'tween Decks	OLD STRUCTURE REMAINS.											
Uppermost Continuous												
Nos 1, 2, 3 AND 4	7" x 4" x .50 O.A. E.W. TOE ON. ✓											
Nos 5 AND 6	8" x 4" x .50 O.A. E.W. TOE ON. ✓											
Nos 9, 10, 11 AND 12.	12" x 3 1/2" x .50 WEB O.A. E.W. TOE ON.											
Nos 13, 14, AND 15.	15" x 3 3/8" x 9/16" WEB O.A. - E.W. TOE ON											
Nos 16, 17, 18, 19, 20 AND 21 BUTT LONGS. IN WING TIS	18" x 4" x .50 WEB O.A. - E.W. TOE ON.											
Nos 22, 23, 24, 25, 26, 42, 7 BUTT LONGS. IN CR. TANKS	18" x 4" x .50 WEB O.A. - E.W. TOE ON											
Amidships	SIDE AND BUTT. 30" ✓											
At Ends	AS APPROVED.											
Tank Top Longitudinals												
Bottom	NO NEW DOUBLE											
Longitudinals	BOTTOM STRUCTURE ✓											
At Ends	SEE ORIG. FIRST ENTRY RPT.											
Transverses.												
Depth and Thickness	STRUCTURE IN BRIDGE TWEENS											
Face Angles	7/16 PER ORIG. FIRST ENTRY RPT. ✓											
Lugs to Shell*	✓											
Depth and Thickness	31" AT TOP TO AS AT BOTTOM x .50											
Face Angles	6" x .50 E.W. TO WEB PLATE. ✓											
Lugs to Shell*	E.W. DIRECT TO SHELL. ✓											
Depth and Thickness	60" x .50 IN WING TANKS. ✓											
Face Angles	57" x .50 IN CR. TANKS. ✓											
Lugs to Shell*	6" x .50 E.W. TO WEB PLATES IN CENTRE AND WING TANKS. ✓											
" " Back Bars	E.W. DIRECT TO SHELL.											
Brackets	NONE											
Transverse Frames	AS APPROVED.											
Bridge Deck	10'-0" ✓											
Upper	7" x 4" x .50 O.A. E.W. TOE ON. ✓											
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.

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011823-011825-0070 2/3

EQUIPMENT No.									LETTER				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.						
1st Bower.....																	
2nd "																	
3rd "																	
Collective Weight.																	
Stream																	

SEE ORIG. FIRST ENTRY REPORT AND ALSO
REPORTS FOR ALTERATIONS NOW
CARRIED OUT.

Alternative Means of Steering TWO PUMPS AND TWO MOTORS
OF MAIN GEAR AND ALSO
HANDWHEEL ON PEEP DECK.

ing Gear, Type (Power or hand)

ing Chains (Size and Test) NONE (SEE REPORTS) Windlass SEE ORIG. FIRST ENTRY Boats 4 NEW 24'0" STEEL
LIFEBOATS ONE OF THESE
FITTED WITH MOTOR

ing in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE
27 CARGO HATCHWAYS ON UPPER DECK - OPENING IN DECK 45" x 28" WITH
ROUNDED CORNERS - COAMINGS 30" HIGH x 30" E.W. TO DECK
Hatchways. (Upper Deck) HAVING DIA. OF 48" OUTSIDE PATENT ALUMINIUM AS
THICKNESS OF HATCHES APPROVED.

f Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6

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. YES
(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).
The cargo tank length of this vessel (i.e. between the fore and aft main cofferdams) has been renewed in increased length, breadth and depth in accordance with the approved plans. Also, as indicated in the attached Report 8, a special survey has been carried out on the existing end portions of the vessel including the amidship transverse structure. The three above portions joined in a fore and aft deck.
Plans for the new portion of the vessel have also been approved by the American Bureau of Shipping and an A.B.S. surveyor has been in attendance for their classification. ✕ A.I. (E) "OIL CARRIER".
Scantlings and arrangements of the new portion of vessel are as given in the report and as shown and amended on the approved plans now forwarded. All modifications and additions to the original approved plans and arrangements made during construction have been indicated on the plans and have been approved as being in accordance with the approved plans.

Committee's Minute
Character assigned

Noted
for
Header

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded with, or by standards equivalent to, the Rule Requirements. The plans of midship section, shell expansion and upper-deck plating showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order.)

Oil cargo is carried in nine main centre tanks and eighteen wing tanks (9 port, 9 starboard).

Freeboard measurements as assigned by the American Authority have been verified and cut in on the ship's sides the corresponding summer-moulded draft being suitable for the approved scantlings.

Vessel undocked finally on the 10th September 1957.

Following upon the repairs and alterations carried out this time the various amendments for the Register Book have been listed in the attached Report 8.

No alterations to the oil fuel tanks (for ship's use) have been carried out this time (for particulars of tanks see original first entry report).

67.

NEW PORTION OF

PARTICULARS OF ELECTRIC WELDING (if employed) AND MECHANICAL PROCESSES EXCEPT THE FOLLOWING:—

UPPER DECK GUNWHALE CONNECTION RIVETED — LOWER SEAM OF SHEER STRAKE, UPPER AND LOWER SEAMS OF BILGE STRAKES AND SEAM OF BOTTOM SHELL PLATING B & C RIVETED. — ONE DECK PLATING SEAM AT EACH SIDE OF VESSEL RIVETED.

(FOR DETAILS OF ENDS SEE ORIGINAL FIRST ENTRY REPORT.)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book (SEE REPORT 8 ATTACHED)

EXCEPT FOR THE REHEVAL OF THE RADAR INSTALLATION NO CHANGES HAVE BEEN MADE THIS TIME

Particulars of Drop Test of Cast Steel Anchors, viz:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

2nd "

SEE REPORT 8 ATTACHED.

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 15¹/₂ ft., R.Q.D. — ft., Bridge 15¹/₂ ft., Forecastle 15¹/₂ ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 2982-54

Signal Letters H.P.K.N.

Extreme Breadth over Belting 74.13 FT. (Circ. 1611)

Over-all Length 539' 7³/₄ (Circ. 1703)

No. and Material of Decks ONE STEEL DECK

Parts of Bottom of Vessel coated with cement or approved composition. SEE ORIGINAL FIRST ENTRY REPORT — NO CHANGES MADE THIS TIME

Particulars of composition (if fitted) and of approval SEE ORIGINAL FIRST ENTRY REPORT.

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,			Double bottom, aft,		
Double bottom, under Engines and Boilers,			Double bottom, under Engines and Boilers,		
Double bottom, if under Engines only,			Double bottom, if under Engines only,		
Double bottom, if under Boilers only,			Double bottom, if under Boilers only,		
Double bottom, forward,			Double bottom, forward,		
Total length (if continuous) and Capacity			Total length (if continuous) and Capacity		

Order for Special Survey No.

Date

Dates of Surveys held while building

MAY-23, 24, 28, 29 — JUNE 6, 7, 24, 25, 26, 27, 28, — JULY-15, 16, 18, 19, 22, 25, 30, AUGUST 2, 6, 9, 14, 16, 20, 24, 26, 28, 29, 30, SEPT.-3, 4, 5, 6, 9, 10, 11, 12, 13, 17, 18, 20, 23, 24, 25, 26,

(ABOVE VISITS INCLUDE SURVEY OF ENDS)

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Total No. of Visits 4