

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

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.S. "GRAVENCHON" ex "Sedan" machinery fitted aft. Single Screw

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling State Type of Erections Pool Bridge & Fide

Built at Chester PA.

<sup>in</sup>  
Launched 1945 Yard No. 462

Builders San S. B. & D. Co

Owners French Government

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

Residence.....

Port of Registry. Le Havre

*If surveyed while building, afloat, or in dry dock.....*

Dry dock and afloat.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

012346-012357-0244 $\frac{1}{3}$



## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	RIVETS.		No. of Rows of Rivets	Rivets.		STRAPE LAPP.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing. cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	78	.84	.84	.84	per letter 21-1-48.							
" DBLG. (if any)	-	-	-	-								
BOTTOM PLATING, No. of Strakes .....	A	.76	.52	.52		min. thickness below L.W.L. fwd. .57						
BILGE PLATING, No. of Strakes .....	D	.80 at 36" and .76 at 29" long. of	.48	.48	Strakes A, B & C maintain .76 to 3.P. Bld.							
SIDE PLATING, No. of Strakes .....	E	.66	.48	.48	min. thickness below L.W.L. fwd. .57							
UPPER DECK, Sheer-strake in Wells .....	K	55 1/2	1.05 to	1.05								
UPPER DECK, Sheer-strake in Bridge .....	K	55 1/2	1.26	-								
STRAKE BELOW Sheer-strake in Wells .....	J	86 1/2	.77 to	.77								
STRAKE BELOW Sheer-strake in Bridge .....	J	86 1/2	.77	-								
POOP SIDE PLATING .....	-	-	-	.62 to								
BRIDGE SIDE PLATING .....	-	.47 to	-	.42								
FORECASTLE SIDE PLATING	-	.59	-	-								

WATERTIGHT BULKHEADS.

on Nos. 9, 25/31, 45/46, 47, 50, 53, 56, 59, 62, 65, 68, 71, 75/77, 89

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

Extending to Upper Deck (Sec. 3 c)

“ Deck next below.

As per Rule.

## STIFFENERS.

		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Stantlings.	Spacing.	Stantlings.	Spacing.
(In. 59) ✓		lbs.				
MIDSHIP BULKH'D,	Upper tween decks		<i>Horiz. corrugated bulkhead ✓</i> <i>Depth of corrugations</i> <i>from frame line</i> 10" to 6" ✓ 			
"	Second					
"	Third					
"	Holds	5 22.0 18/8	<i>Corrugations shaped</i> <i>5' 30" 18' 30" 6' F.P. ✓ on C.L.</i> <i>6' 46" 10' 28" 5' F.P. ✓ 10' OFF C.L. (PR)</i> <i>6' 46" 8' 20" 4' F.P. ✓ 25' " " "</i>			
COLLISION	(in Hold)		<i>examined and found efficient</i> <i>see page 6 of report.</i>			
AFTER PEAK						

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep't from A.P.S. Plans to be
KEEL, Bar .....				
STEM .....		M.S. shaped	84 to 63	
STERN FRAME	{ Propeller Post ..... { Rudder " .....	C.S. shaped		
Speed of Vessel .....		Stated 15 knots		
RUDDER—Type .....		Contra guide		
" A X D .....		area 3' 2" sq C of A 2' 89" abt. C.L. of keel		
" Diam. of head .....		13 1/2"		
" Mainpiece at top pintle .....		2 - 10 dia steel pipes		
" " heel .....				
" how constructed .....		Built and E.W.		
" double or single plate .....		double plate 50'		
" 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)

To the requirements of the American Bureau of Shipping

Has the Steel been tested as required by the Rules?

No

Lloyd's Register  
Foundation



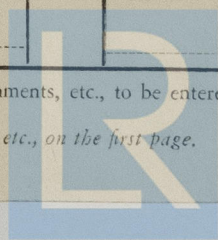
S.S. "GRAVENCHON" ex "Sedan"

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.	Lbs.	Ins.	Ins.	Lbs.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
of L, L or E INV		angles or flanged plates			(angles marked ✓)								
mach. of in Bridge 'tween Decks		✓ 6	4	14.3									
from Uppermost Continuous No. 1		✓ 8	4	17.2	✓ 6	3 1/2	9.8	✓ 6 x 3 1/2 x 13.5 lbs.					
" 2		✓ 8	4	17.2	✓ 6	3 1/2	9.8	✓ 6 x 3 1/2 x 13.5					
" 3		9	4	17.9	✓ 6	3 1/2	11.7	✓ 6 x 4 x 14.3					
" 4		10	4	17.9	✓ 6	3 1/2	13.5	✓ 7 x 4 x 15.8					
" 5		11	4	17.9				✓ 8 x 4 x 17.2					
" 6		11	4 1/2	17.9	✓ 6	3 1/2	13.5	9 x 4 x 17.9					
" 7		12	4 1/2	17.9	✓ 7	4	15.8	10 x 4 x 17.9					
" 8		13	4 1/2	17.9	✓ 7	4	15.8	✓ 8 x 4 x 17.2					
" 9		14	4	17.9	✓ 8	4	17.2	✓ 8 x 4 x 17.2					
" 10		15	4	17.9	✓ 8	4	17.2	9 x 4 x 17.2					
" 11		15	4 1/2	17.9				9 x 4 x 17.9					
" 12		16	4 1/2	20.4	9	4	17.9	10 x 4 x 17.9					
" 13		17	5	20.4	9	4	17.9	✓					
" 14		18	5	20.4	17 10	4	17.9	✓					
" 15		19	6	20.4	18 10	4 1/2	17.9	15 11 x 4 x 17.9					
" 16					19 10	4 1/2	17.9	16 11 x 4 x 17.9					
" 26								17 11 x 4 x 17.9					
Amidships		2'6" (about 3'0" at bulge)			✓								
At Ends		2'6"			✓								
Tank Top Longitudinals													
Bottom													
Longitudinals		Amidships											
		At Ends											
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness		33" top 36" bottom x .50"											
Face Angles		Flanged 5"											
Lugs to Shell*		6" W. to shell.											
Depth and Thickness		4" W. side 4" 8" centre x .50"											
Face Angles		Flanged 6" side 7" centre											
Lugs to Shell*		6" W. to shell.											
" " Back Bars													
Brackets to vert. keel		4' 0" x 2' 10" x .50"			Hgd. 7" (measured from C.L. and face of transverse)								
" " side trans.		5' 0" x 3' 4" x .50"			" 6" " " " face of transverse)								
" " 12' 2"													
Transverse Frames													
Bridge Deck													
L (INV.) Upper		8 4 44						2'6"					
L Second		8 4 44						2'6"					
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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EQUIPMENT No. 55307										LETTER 87 ✓		ANCHORS.				
Number of Certificate.	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.	Pens.	cwts.	qrs.	lbs.					
6895	1st Bower.....	1	14	20 ✓	102				15	22	88 ✓	95 ✓	Baldt stockless	Baldt anchor	Phil. 5 <sup>th</sup> Jan. 1945	A.B.
6894	2nd " .....	1	14	20 ✓	102				15	22	88 ✓		do	Cham & Forge Co	do	A.B.
6870	3rd " .....	1	14	10 ✓	102				15	22	88 ✓		do	do	do	A.B.
	Collective Weight.	3	42	50 ✓	304							271 ✓				
11548	Stream .....		43	10 ✓	38 1/4				7	81	92 ✓	28 ex stock	do	do	Phil. 5 <sup>th</sup> June 1944	A.B.

## CHAIN CABLES.

## HAWSERS AND WARPS.

[illegible]

ering Gear, Type (Power or hand) Electro-hydraulic made by ✓ Alternative Means of Steering 2 independent electric motors. ✓  
American Engineering Co. Philadelphia.

ering Chains (Size and Test).....none ✓

Windlass Steam - made by Stud Boats 5 @ 24' x 7.75' x 3.33' ✓  
american Hoist and Derrick Co. St. Paul. 1 @ 22' x 7.5' x 3.16'

ling in Holds, thickness and material..... *none* ✓ ..... Cargo Battens, thickness, material and spacing..... *none* ✓

go Hatchways.—(Upper Deck) Circular O.T. hatches Thickness of Hatches ✓  
of steel plates and sections E.W.

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

number of Shifting Beams }  
and/or Fore and Afters } *none* ✓

*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. Yes ✓

(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).

oil used as fuel can be carried in the forward deep tank and in the wing tanks in the main span. Fuel tank oil fuel oil 15.25

This vessel was built under the special supervision of surveyors to the American Bureau of

Shipping and the vessels condition together with the standard of workmanship and welding

10 Considered satisfactory. ✓

The main soundings as shown on the submitted drawings have been verified from the vessel where exposed for measurement and found correct. ✓

The special survey for classification has been completed at this time - see Report 8

Particulars of the vessels equipment taken from the endorsed test certificates issued by the

American Bureau of Shipping. ✓

amount of Entry Fee ..... £ 0 : : } Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ see 8 19  
Received by me

Travelling Expense, if any £ Rs 100 : Received By me, \_\_\_\_\_ 19\_\_\_\_

I am of opinion the Vessel should be Classed 100 A1  
*Carrying petroleum in bulk.* ✓

whether the Vessel has been built under Special Survey 82.11

Signature J. J. J. J.  
Surveyor to Lloyd's Register of Shipping.


NEW YORK OCT 1 1947

character, assigned 100A1 subject *W. H. H. H.* NOTE - ELEC. WELDED.

Carrying Petroleum in bulk  
Sifted on oil fuel F.P. above 150°F.

Classed 7,47. J. S. NY 5-7,47 LMC-7,47. 2 WTB-70 lbs (PT) 464  
T. S. 6,47 FLEC. LIGHT.

Lloyd's Reg



University of Chicago Press

So. by N. 52/48.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded List of the Plans should be embodied.)

The following Plans of the vessel are enclosed:

Capacity Plan  
Midship Section  
Stem Frame  
Rudder  
Shell Expansion 3 sheets  
Upper deck plating 3  
Transverse bulkheads 5  
Longt. Bulkhead  
Inboard profile & deck plan.

Note: Total wt. of equipment including 30 ft. cable placed on board at this time (See Rpt. 8) 1147.8 cwt. N.B.—All  
Total weight of equipment required by Rule 1151.0

The Bridge Deck and Peak Bulkhead scantlings have yet to be inserted in the report; the construction and stiffening of same were examined at this time and considered efficient. On the receipt of scantling drawings promised by the owners representative, particulars of these items will be forwarded.

The W.T. bulkhead on Tr. 25/31 separating the main propelling machinery space from the Boiler Room and auxiliary machinery space below is fitted with 2 hinged W.T. doors, 1 at the level of the B.Rm. flat and the other just above the R.B. tank top. As this bulkhead is not required by rule it is recommended that these hinged W.T. doors be accepted.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding employed throughout.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book longitudinal framing, (transverse in aft Peak), cruiser stern, electrically welded, gyro compass, echo sounding device, direction finder, fitted, oil fuel F.P. above 150° F. Carrying petroleum in bulk.

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 111.75 ft., R.Q.D. ft., Bridge 35.75 ft., Forecastle 55.5 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

Over-all Length

No. and Material of Decks

1- steel

(2nd deck in fore hold)

(2nd deck aft of cargo tanks)

Parts of Bottom of Vessel coated with cement or approved composition

Cement in peaks.

Particulars of composition (if fitted) and of approval

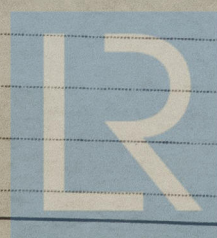
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	Tr. 89- Ford.	
Double bottom, under Engines and Boilers, Tr. 11-44	79.0	238.0	After peak tank,	" 9- aft	
Double bottom, if under Engines only, Coff. Tr. 35-45	2.5	22.6	Deep tank, aft,	wing tanks (O.F.) Tr. 36-46	33.25
Double bottom, if under Boilers only, total length 24.5'		(Estimated)	Deep tank, forward,	Tr. 75-89	31.5
Double bottom, forward,			Other tanks, if fitted, Cofferdams Tr. 46-47	3.5	114
Total length (if continuous) and Capacity	81.5	260.6		4.5	132
		238.0			

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits