

RECEIVED

6 APR 1949

IN D.O.

# STEEL STEAMER or MOTORSHIP.

Received at London Office

2-APR 1949

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*

Date of completion of report *3rd March 1949* Port of *New York* No. *49001*

Survey held at *Brooklyn* Date First Survey *14th Sept.* Last Survey *16th Feb.* 19*49*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *"LEONA" ex L.S.T. 180* *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 *Evansston*

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 309.0*

Launched in *1943* Yard No. *✓*

Total

Breadth (greatest moulded) *B 50.0*

Builders *Missouri Valley 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) *D 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 *12.3*

If surveyed while building, afloat, or in dry dock

Depth

Do. Long Bridge to top of keel

*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.
<b>FRAMES, Spacing amidships</b>			<b>Bracket Floors, Frame</b>		
" " from 3/8 length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
<b>DE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>		
Frame Amidships, Angle, [ or [			" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			<b>Side Girders, No. each side and thickness</b>		
" " Extends up to			<b>Margin Plate</b> depth (excl. of flange) and thickness		
<b>th of Framing Girder</b>			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
<b>mes in Uppermost Continuous 'tween Decks, Angle [ or [</b>			" " 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		
<b>from 1/2 len. for'd. to 15% len. from Stem</b>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>in Peaks, Angle or [</b>			<b>INNER BOTTOM PLATING.</b>		
<b>eter and Spacing of Rivets through Frame and Shell Plating amidships</b>			Breadth and thickness of Middle Line Strake		
<b>if Frame Joggled</b>			Thickness of remainder in Holds		
<b>the scantlings and arrangements in theuting Area in accordance with the Rules or as approved?</b>			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?		
<b>e scantlings and arrangements in way of thetom Forward in accordance with the Rules or as approved?</b>			<b>BEAMS.</b>		
<b>E BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>		
<b>rs, Depth and thickness at mid-line in Holds</b>			" " in Wells, Angle [ or [		
<b>Height of Brackets at side above base line at toe of frame</b>			" " in way of Bridge, Angle, [ or [		
<b>Middle Line Keelson, on Floors, Angles, [ or [</b>			Spacing		
" " Through Plate or Intercoastal Plate			<b>Second Deck, amidships, Angle, [ or [</b>		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, [ or [</b>		
<b>Side Keelsons, No. each side</b>			Spacing		
" " thickness of Intercoastal Plate			<b>Fourth Deck, amidships, Angle, [ or [</b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, [ or [</b>		
<b>Solid Floors, thickness and spacing</b>			Spacing		
" " Are Frame and Reversed Frame joggled?			<b>Bridge Deck, Angle, [ or [</b>		
<b>Bracket Floors, breadth and thickness at middle line</b>			Spacing		
" " breadth and thickness at margin plate			<b>Forecastle Deck, Angle, [ or [</b>		
			Spacing		



## PILLARS AND DECKS.

	INCHES IN SHEET.	Any Departure from Approved Plans to be Noted.	INCHES IN SHEET.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>				
"    in 'tween Decks, Size and Spacing.....				
"    "    "    "    "    "				
"    in Holds    "    "				
"    "    "    "    "				
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....				
Plating, thickness of.....				
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells				
"    "    "    "    in way of Bridge				
"    Angle in Wells .....				
Thickness of Plating abreast Deck openings } in way of Wells .....				
Thickness of Plating abreast Deck openings } in way of Bridge .....				
Thickness of Plating within line of openings..				
If Sheathed, material and thickness .....				
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells				
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings } in way of Wells .....				
Thickness of Plating abreast Deck openings } in way of Bridge .....				
Thickness of Plating within line of openings..				
If Sheathed, material and thickness .....				
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....				
If plated, state thickness.....				
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....													
" DBLG. (if any) .....													
BOTTOM PLATING, No. } of Strakes .....													
BILGE PLATING, No. of } Strakes .....													
SIDE PLATING, No. of } Strakes .....													
UPPER DECK, Sheer- } strake in Wells .....													
UPPER DECK, Sheer- } strake in Bridge .....													
STRAKE BELOW Sheer- } strake in Wells .....													
STRAKE BELOW Sheer- } strake in Bridge .....													
POOP SIDE PLATING .....													
BRIDGE SIDE PLATING .....													
FOREC'TLE SIDE PLATING .....													

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	from Appr Plans to be	
Extending to Upper Deck (Sec. 3 c)										
" Deck next below										
As per Rule										
STIFFENERS.						Plating Thickness.	VERTICAL.		HORIZONTAL.	
							Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks										
" " Second "										
" " Third "										
" " Holds										
COLLISION " (in Hold)										
AFTER PEAK "										
KEEL, Bar										
STEM										
STERN FRAME						{	Propeller Post			
							Rudder			
Speed of Vessel										
RUDDER—Type										
" A × D										
" Diam. of head										
" Mainpiece at top pintle										
" " heel										
" how constructed										
" double or single plate coupling, vertical or horizontal										

STEEL.

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

Has the Steel been tested as required by the Rules?



M.V. "LEONA" Lx L.S.T. 180

49001

## PARTICULARS OF LONGITUDINAL FRAMING.

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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grass 4.77 varying petroleum in bulk  
C. 4.9 1 MC - 3.49

ELEC. LIGHT.



EQUIPMENT No. <u>23436</u>												LETTER <u>u</u>		ANCHORS.			
Departure from Approved Plans to be Noted.	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.	Tons.	cwts.	qrs.	lbs.	Cwts.	lbs.			
	15696	1st Bower.....	45	3	26	✓			39	17	-	-	✓	45	Baldt stockless	Baldt anchor	Chester PA. 5-11-48
		2nd " .....	42	3	12	✓								45		chain 5	J.K.H.
		3rd " .....												38		Forge 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-tory.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
3826	150	1 1/4	415	58	127	0	6				DI-LOK	Baldt anchor chain & Forge	Chester 10-11-48 J.K.H.	TOWLINE	8 @ 60	7		100	4
																MAN.		2 @	6 1/2
																MAN.		90	7
																MAN.		2 @	2 1/4
																6/24		90	6 1/2
Iron Stream Chain or Steel Wire	4 @ 90	Cir. 2 1/4							90	4 1/4	F.S.N.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 manual operated drum.*

Steering Chains (Size and Test) *none* *Capotans* *Electric made by Webster - Brinkley, Seattle.* *Boats 2 @ 24' x 7.75' x 3.33'*

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

Cargo Hatchways.—(Upper Deck) *Steel plates E.W.* Thickness of Hatches *C.S. siltight 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 ☒

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 for the carriage of 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 vessels 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 would entitle the Fig 1 to be assigned - see London letter to Anglo-Saxon Petroleum Co dated 23rd July 1948 and N.Y.K. letter dated 26th Nov. 1948. The vessel has now 300 fthm of 1 1/4 chain cable and 2 bower anchors.*

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

Special Survey Fee..... £ *See Rpt 8* : : 19.

Travelling Expense, if any £ : : Received by me, 19.

Whether the Vessel has been built under Special Survey \_\_\_\_\_

Signature to be sent to *N.Y.K.* Date of issue *16/6/49*

Signature *M. S. Kellon & J. Todd.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute/ *NEW YORK MAR 18 1949 JRP*

Character assigned *A1-2, 49 N.Y.K. with freeboard subject. In service between Buracao and Maracaibo Gulf and makes carrying petroleum in bulk.*

*Classed 2, 49* *S. S. N.Y.K. 2, 49. L.M.C. 2, 49. D.B.S. 2, 49. T.S.N. 1, 49. Converted '49*

*NOTE-ELEC. WELDED CRUISER STERN-MACHY AFT-GYC-1 D.B. (50 LBS) ELEC. LIGHT.*

Lloyd's Register Foundation



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 Rpt No 48958 for which plans have already been forwarded.

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

PARTICULARS OF ELECTRIC WELDING (if employed)

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"  
No. and Material of Decks 1 continuous steel upper deck, 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,		
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