

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office

15 MAY 1948

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *no*Date of completion of report *12th April 1948* Port of *New York* No. *48371*Survey held at *New York* Date First Survey *7th Jan.* Last Survey *8th March 1948*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *S. S. "Esso Normandie" ex "Ochocho"* machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Poop, Bridge & Forecastle.*

TONNAGE under Tonnage Deck....

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage *10448*Register Tonnage *6301*

REGISTERED DIMENSIONS. FEET.

Length *504*Breadth *68.2*Depth *39.2*CLASS *100 A1* State if with freeboard *no* Carrying petroleum in bulk as condition of ClassLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 503*Breadth (greatest moulded) *B 68*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 39.25*1st Longitudinal Number (L x D) *19743*2nd Numeral L x (P + D) *53947*Framing Depth "d," at middle of length. See Sec. 3 (1d) *-*Proportions—Depth to Length — Uppermost continuous deck to top of keel *12.8* Do. Long Bridge to top of keel *-*

Draught Moulded

Built at *Portland, Oregon*Launched *1944* Yard No. *unknown*Builders *Kaiser Co. Inc.*Owners *French Government.*Managers *-* (Where necessary to be entered in Reg. Book.)Residence *-*Port of Registry *Le Havre (contemplated)*If surveyed while building, afloat, or in dry dock *afloat and in dry dock.*

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.....	<i>See Report 1*</i>		Bracket Floors, Frame	
(Floor) " <i>See Plan Tr. 75-89</i>			" " Reversed Frame	
" from $\frac{3}{4}$ length amidships to Collision bulkhead.....	<i>27</i> ✓		" " Vertical Struts	
" " in peaks	<i>24</i> ✓		Centre Girder, depth and thickness amidships <i>81 1/2</i> <i>56</i>	
SIDE FRAMING.			" " top Angles	
Frame Amidships, Angle, [or]			" " bottom Angles	
" " Extends up to.....			{ Side Girders, No. each side and thickness.....	<i>2</i> <i>46</i>
Reversed Frame Amidships, Angle.....			under engines.	
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness	
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	
Frames in Uppermost Continuous 'tween Decks, Angle [or]			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	
" " in Peaks, Angle <i>off Peak</i> <i>8</i> <i>4</i> <i>17.2</i> ✓			INNER BOTTOM PLATING. <i>apt.</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>all E.W.</i> ✓		Breadth and thickness of Middle Line Strake.....	<i>68</i> <i>56</i>
State if Frame Joggled	<i>no</i> ✓		Thickness of remainder in Holds	<i>56</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as submitted</i> ✓		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?	<i>as submitted</i> ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as submitted</i> ✓		BEAMS.	
SINGLE BOTTOM. <i>Cargo Tanks. 1</i>			Uppermost Continuous Deck, amidships { in Wells, Angle [or]	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or]	
Height of Brackets at side above base line at toe of frame			Spacing	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	
" " Through Plate or Intercoastal Plate.....	<i>90</i> x <i>50</i> <i>with 17" x 1" rider plate.</i>		Spacing	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	
" " Flat Plate Keel Angles <i>all E.W.</i> ✓			Spacing	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]	
" " thickness of Intercoastal Plate.....			Spacing	
" " Angles			Poop Deck, Angle, [or]	
DOUBLE BOTTOM. <i>apt.</i>			Spacing	
Solid Floors, thickness and spacing	<i>47</i> <i>28 1/2</i>		Bridge Deck, Angle, [or]	
" " Are Frame and Reversed Frame joggled?			Spacing	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]	
" " breadth and thickness at margin plate			Spacing	

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.....								
" in 'tween Decks, Size and Spacing.....								
" " " " "								
" in Holds " "								
" " " " "								
longitudinal Centre Line Bulkheads in cargo tanks	17'6"	from C.L.	(P & S) ✓					
Stiffeners and Spacing honey corrugated bulkhead plating								
Bulk of corrugations 12"-6" spaced 8'-0" apart and 39 1/4 x 50 laths.	.58	-	.42					
Plating, thickness of.....								
STRINGERS AND DECKS.								
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness in Wells	8 1/4	9 1/4	4 1/4					
" " " " in way of Bridge	8 1/4	1 1/3						
" Angle in Wells	-	-	-					
Thickness of Plating abreast Deck openings } in way of Wells82	✓	.69					
Thickness of Plating abreast Deck openings } in way of Bridge82	✓						
Thickness of Plating within line of openings..	.82	✓	.37					
If Sheathed, material and thickness	-	-	-					
Second Deck. (MACH. SP)								
Stringer Plate, breadth and thickness in Wells	.44	✓						
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.....								
Third Deck.								
Stringer Plate, breadth and thickness.....								
If Plated, state thickness.....								
Fourth Deck.								
Stringer Plate, breadth and thickness.....								
If plated, state thickness.....								
Poop Deck.								
Stringer Plate, breadth and thickness.....	.46	✓	.38					
Plating, Sheathing, material and thickness.....	.30	✓	.50					
Bridge Deck.								
Stringer Plate, breadth and thickness.....	.48	✓	.50					
Plating, Sheathing, material and thickness.....	.40	✓						
Forecastle Deck.								
Stringer Plate, breadth and thickness.....	.43	✓						
Plating, Sheathing, material and thickness.....	.62	✓	.43					

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.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Single or Double.	Diam.		Spacing. cr. to cr.	Diam.		Spacing. cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	78 ✓	.81 ✓	.81 ✓	.81 ✓									
" DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. of of Strakes 3	A B C	.75 ✓	.52 ✓	.52 ✓	Strakes A, B, C maintain .76 to Fore P.K. Bulkhead min. thickness below L.W.L. fore. .57 ✓								
BILGE PLATING, No. of Strakes 2	D E	.80 at 36', .76 at 29' long. sp.	.48	.48									
SIDE PLATING, No. of Strakes 3	F G H	.66 ✓	.48 ✓	.48 ✓	min. thickness below L.W.L. fore. .57 ✓								
UPPER DECK, Sheer- strake in Wells	K	55 1/2	1.12 to 1.26	1.12									
UPPER DECK, Sheer- strake in Bridge	K	55 1/2	1.26 ✓										
STRAKE BELOW Sheer- strake in Wells	J	86 1/2	.75 ✓	.75 ✓									
STRAKE BELOW Sheer- strake in Bridge	J	86 1/2	.77 ✓										
POOP SIDE PLATING62 ✓ .44 ✓										
BRIDGE SIDE PLATING59 ✓ .48											
FOREC'TLE SIDE PLATING			.44 ✓										

WATERTIGHT BULKHEADS.

W.T. Bulkheads in Vessel—
 on Nos. 9/ (25/31), 45/46, 47, 50, 53, 56, 59, 62, 65, 68, 71, 73, 75/77, 79
 Extending to Upper Deck (Sec. 3 c) 15 14
 " Deck next below —
 As per Rule

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.	
		Scantlings.		Spacing.	Scantlings.		Spacing.
MIDSHIP BULKH'D,	Upper tween decks	<i>Horiz. corrugated bulkhead Depth of corrugation from frame line - 10'-6"</i>					
"	" Second "	<i>Corrugations spaced 5'0" apart.</i>					
"	" Third "	<i>kets - 6' x 50' - 47' 8" x 75' F.P. on C.L.</i>					
"	" Holds	<i>50' L 6' x 47' 10' x 72' F.P. 10' off C.L. 46' 6' x 47' 8' x 50' F.P. 25' "</i>					
COLLISION	(in Hold)	<i>38' L 6' x 4' x 38' } 30' - 60' 10' x 4 1/2' x 44' 38' L 4' x 3' x 38' } 44' 5' x 3 1/2' x 38' } 30' Sheering beam 8' long & magazine plate 8' x 4' x 50' L 15' 6"</i>					
AFTER PEAK	"						

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	-	-	-	
STEM		<i>m. S. shaped</i>	<i>63' - 88'</i>	
STERN FRAME	<div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;">{</div> <div style="display: inline-block; vertical-align: middle;">Propeller Post</div> <div style="display: inline-block; vertical-align: middle;">}</div> </div> <div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;">{</div> <div style="display: inline-block; vertical-align: middle;">Rudder</div> <div style="display: inline-block; vertical-align: middle;">}</div> </div> </div>	<i>c. S. shaped</i>		
Speed of Vessel.....				
RUDDER—Type		<i>Contra-guide</i>		
" A × D		<i>area 212 sq. ft.</i>		
" Diam. of head		<i>C. of A 2-89' abaft C.L. of pintles</i>		
" Mainpiece at top pintle		<i>13 1/2"</i>		
" " heel		<i>2-10' dia steel pintles</i>		
" how constructed.....		<i>Built and E.W.</i>		
" double or single plate		<i>Double Plate</i>	<i>50'</i>	
" coupling, vertical or		<i>Horizontal</i>		
" 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?.....

PARTICULARS OF LONGITUDINAL FRAMING.

48371

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.
Framing of L, C or E <i>Inverted angles or flanged plates (angles marked x)</i>													
Frames in Bridge 'tween Decks		x 6	4	14.3	In	Fore Peak	In	machinery space					
Frames from Uppermost Continuous Deck No. 1		x 8	4	17.2	x 6	4	12.3	x 6 x 4 x 14.3					
" 2		x 8	4	17.2	x 6	4	12.3	x 6 x 4 x 14.3					
" 3		9	4	17.85	x 6	4	12.3	x 6 x 4 x 14.3					
" 4		10	4	17.85	x 6	4	14.3	x 7 x 4 x 15.8					
" 5		11	4	17.85				x 8 x 4 x 17.2					
" 6		11	4 1/2	17.85	x 6	4	14.3	x 9 x 4 x 17.85					
" 7		12	4 1/2	17.85	x 7	4	15.8	10 x 4 x 17.85					
" 8		13	4 1/2	17.85	x 7	4	15.8	x 8 x 4 x 17.2					
" 9		14	4	17.85	x 8	4	17.2	x 8 x 4 x 17.2					
" 10		15	4	17.85	x 8	4	17.2	9 x 4 x 17.85					
" 11		15	4 1/2	17.85				9 x 4 x 17.85					
" 12		16	4 1/2	20.4	9	4	17.85	10 x 4 x 17.85					
" 13		17	5	20.4	9	4	17.85						
" 14		18	5	20.4	17.10	4	17.85						
" 15		19	6	20.4	18.10	4 1/2	17.85	15 11 x 4 x 17.85					
" 16					19.10	4 1/2	17.85	16 11 x 4 x 17.85					
" 17													
" 18													
" 19													
" 20													
" 21													
" 22													
" 23													
" 24													
" 25													
" 26													
Spacing of longitudinal Frames		Amidships		2'6" (about 3' at bilge)				17 11 x 4 x 17.85					
		At Ends		2'6"									
Double Bottoms		Tank Top Longitudinals											
" or " Bottom													
Spacing of Longitudinals		Amidships											
		At Ends											
Transverses.													
Side 'tween Decks		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Side Hold		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Bottom		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
		" " Back Bars											
Brackets		to V. Keel		4 x 2 1/2 x 10 x 50		Flgd. 7 (measured from C.L. and face of transverse)							
		to side trans		5 x 3 1/4 x 50		6 (" " face of transverse)							
Spacing of Transverse Frames				12' 2"									
Longitudinal		L INV. Bridge Deck		5 3 1/2 31		No plans							
" of		L INV. Upper "		8 4 44		✓							
" or "		L Second "		7 4 38		7 FD 4 38		No plans.					
		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.

Bower anchors 3 grades up.

48371

EQUIPMENT No. 55307

LETTER 91

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 58.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	lbs.			
SF 1566	1st Bower.....	104	1	24				68	18	0	14	✓	95 cwt.	Baldt Stockless	Columbia Steel Co.	Pittsburgh 7 th Dec/43 G.S.H.
SF 1588	2nd "	104	1	4				68	18	0	14	✓		do	do	do
SF 1567	3rd "	104	0	22				68	18	0	14	✓		do	do	do
	Collective Weight	312	3	22								271 ✓				
SF 853	Stream	38	3	20				35	7	0	16	✓	28 (w/stock)	do	do	Pittsburgh 15/11/43 G.S.H.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE			Length and size per Table 58.		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 58.	
	Length.	Diam.	Statutory.	Break-ing.	Cwts.	qrs.	lbs.	Length.	Diam.					Length.	Cir.		Length.	Cir.
PH 5940	270	2 5/16	135 3/4	189 5/8	746	1	0	880	330	2 5/16	C.S. S.L.	Maron 22 nd Dec. 1943 F.B.T.	TOWLINE	140	2	108	130	6 1/2
														2 @ 6/24			2 @ 6/24	
														86	9		100	8
														2 @ 8/8			2 @ 8/8	
														86	8		100	8
Iron Stream Chain or Steel Wire	105	1 5/8		81					120	5 1/2	Flex. S.W.R.	Pacific Wire Rope Co. Los Angeles 9 th Aug. 1943 H.A.G.						

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) *Electro hydraulic made by Mattson Ross Machine Co., Seattle.* Alternative Means of Steering *Two independent electric motors*

Steering Chains (Size and Test) *none* Windlass *Steam made by Kase Eroded Ironworks, Oregon.* Steel Boats *6 @ 22' x 7'5" x 3'16"*

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

Cargo Hatchways.—(Upper Deck) *Circular or hatches of steel plates and sections E.W.* Thickness of Hatches *-*

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

Number of Shifting Beams *Hatchway to dry cargo hold 15'0" x 11'3"*

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 fore deep tank and in the wing tanks in the machinery space. Flash point of oil fuel above 150° F.

The 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 is considered satisfactory.

The main scantlings have been verified from the vessel and found to be in accordance with those shown on submitted drawings for a stated sister ship S.S. "Minerva", Seattle Report No 3729.

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.

The amount of Entry Fee £ :
Special Survey Fee £ :
Travelling Expense, if any £ :
Fees applied for, *See Rpt. 8.*
Received by me, *19*

(Special notations, where part of class, to be stated.)

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

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

State whether the Vessel has been built under Special Survey.

Certificate to be sent to. Date of issue. *3/6/48.*

Committee's Minute *REC'D NEW YORK APR 21 1948*

Character assigned *100 A1-3, 48 N.Y.K.*
Carrying petroleum in bulk
Fitted for oil fuel F.P. above 150° F.
S.S. N.Y.K. 3,48. L.M.C. 3,48 subject
Classed 3,48.
T.S. (CL) 1-48.

NOTE - ELEC. WELDED.
LONG FRAMING - D.F.-E.S.D.-G.Y.C.
CRUISER STERN -
MCHY. AFT
2 W.T.B. (NPT) 500 lbs.
ELEC. LIGHT.
CL.

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 a List of the Plans should be embodied.)

This vessel, a standard T2 tanker, is similar to a sister vessel S.S. Minerva, Seattle Report No 3729.

No plans available.

The w.t. bulkhead on Tr. 25/31 separating the main propelling machinery space from the Boiler and auxiliary machinery space below is fitted with 2 hinged w.t. doors, 1 door at the level of the D.B. Tank Top and the other at the level of the Boiler Room Flat. As this bulkhead is not required by rule it is recommended that these hinged w.t. doors be accepted.

Crack arrears have been fitted on deck and bottom shell - see Report 8.

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

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

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

1st Bower.

2nd "

3rd "

not available.

108'

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 111.15 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 FPZC Extreme Breadth over Belting none Over-all Length 523.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 steel (2nd deck of steel in fwd. hold.) 2nd deck in way of cargo space.

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 - fwd.		314.23
Double bottom, under Engines and Boilers, Tr. 11-44	79.0	238	After peak tank, 9 - aft.		60.07
Double bottom, if under Engines only, Coff. 35-45	25	22.6 (ESTD)	Deep tank, aft, wing tanks (0.3) Trs. 36-46	35.25	803.00
Double bottom, if under Boilers only, 24.6			Deep tank, forward, Trs. 75-89	31.5	759.27
Double bottom, forward,			Other tanks, if fitted, Coff. Trs. 46-47	3.5	114.22
Total length (if continuous) and Capacity	81.5	260.6		4.5	132.94

Order for Special Survey No.

Date

Dates of Surveys held while building

Total No. of Visits



Lloyd's Register Foundation