

Rpt. 1.

ELISABETTA-D
NEW NAMED
FRAN SINE CLORE
STEEL STEAMER or MOTORSHIP

Received at London Office.

DEC 1947

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 September 24th.1947 Port of Jacksonville, Fla. No. 1356

Survey held at Jacksonville, Fla. Date First Survey September 4th.1947 Last Survey September 20th. 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.S. "FORT WINNEBAGO" Machinery fitted Aft Single Screw

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & Forecastle

TONNAGE under Tonnage Deck... 9294.08

CLASS 100A1 (Contemplated) State if with freeboard No as condition of Class

Built at Portland, Oregon in

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 503

Launched 1941 Yard No. 74

Breadth (greatest moulded) B 68

Builders Kaiser Co. Inc.

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

Owners British Oil Shipping & Co. Ltd.

Gross Tonnage 10448.85

1st Longitudinal Number (L x D) = 19743

Managers Stevenson, Hardy & Co. (Where necessary to be entered in Reg. Book.)

Register Tonnage 6301

2nd Numeral L x (B + D) = 53947

Residence 155 Fenchurch St., London.

REGISTERED DIMENSIONS. FEET.

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

Port of Registry London (Contemplated)

Length 504

Proportions—Depth to Length — Uppermost continuous deck to top of keel Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Breadth 68.2

Draught Moulded

Afloat and in Drydock

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. See Rpt. 1* " (Floor) from 3% length amidships to Collision bulkhead... " " in peaks ...	27 24		Bracket Floors, Frame ... " " Reversed Frame ... " " Vertical Struts ...		
SIDE FRAMING. Frame Amidships, Angle, [or] ... " " Extends up to ... Reversed Frame Amidships, Angle ... " " Extends up to ...			Centre Girder, depth and thickness amidships " " top Angles ... " " bottom Angles ...	81 1/2 .56	
Depth of Framing Girder ...			Side Girders, No. each side and thickness46	
Frames in Uppermost Continuous 'tween Decks, Angle [or] ... " " Second 'tween Decks, Angle, [or] ... " " Third " " " " ... " from 1/2 len. for'd. to 15% len. from Stem ... " in Peaks, Angle of / Aff. Peak ...		See Rpt. 1* 17.2 for F.P. Frs.	Margin Plate, depth (excl. of flange) and thickness ... " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem ... " " 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 ... " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area ...		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships ...	All E.W. /		Tank Side Brackets, height above base line at toe of Frame and thickness ...		
State if Frame Joggled ...	- - -		INNER BOTTOM PLATING. (Machy. Space) Breadth and thickness of Middle Line Strake56	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? ...	As submitted ✓		Thickness of remainder in Holds56	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? ...	As submitted ✓		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? ...	As submitted ✓	
INGLE BOTTOM. (Cargo Tanks) Floors, Depth and thickness at mid-line in Holds ... Height of Brackets at side above base line at toe of frame ... Middle Line Keelson, on Floors, Angles, ... " " " Through Plate or Intercoastal Plate ... " " " Foundation Plate on Floors ... " " " Flat Plate Keel Angles ...	90 46 28 1/2 All E.W. ✓	.50 with 17"x 1.00 Rider Plate	BEAMS. Uppermost Continuous Deck, amidships in Wells, Angle [or] ... " " in way of Bridge, Angle, [or] ... Spacing ... Second Deck, amidships, Angle, [or] ... Spacing ... Third Deck, amidships, Angle, [or] ... Spacing ... Fourth Deck, amidships, Angle, [or] ... Spacing ... Poop Deck, Angle, [or] ... Spacing ... Bridge Deck, Angle, [or] ... Spacing ... Forecastle Deck, Angle, [or] ... Spacing ...		
Side Keelsons, No. each side ... " " thickness of Intercoastal Plate ... " " Angles ...					
DOUBLE BOTTOM. (Machy. Space) Solid Floors, thickness and spacing ... " " Are Frame and Reversed Frame joggled? ... Bracket Floors, breadth and thickness at middle line ... " " breadth and thickness at margin plate46 28 1/2 All E.W. ✓				

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.	Forward	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
" in 'tween Decks, Size and Spacing.....	NONE				Stringer Plate, breadth and thickness in way of Bridge.....	.41	-	.42	
" " " " " " " "					Thickness of Plating abreast Deck openings in way of Wells.....	-	-	-	
" " " " " " " "					Thickness of Plating abreast Deck openings in way of Bridge.....	-	-	-	
" in Holds " " " "					Thickness of Plating within line of openings (Remainder).....	.41	-	.75	
Longl. Centre-Line Bulkhead in Cargo Tks. 17'6" from C.L. (p&s) Depth of Corrugations 12'6" spaced 5'0" apart also 39" / 45" x .50 Web Vertical stiffeners: .58 .42					If Sheathed, material and thickness.....	.41	-	.42	Machy. Space forward.
STRINGERS AND DECKS.					Third Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells.....	.84	.94	-	.41	If Plated, state thickness.....				
" " " " " in way of Bridge.....	.84	1.13			Fourth Deck.				
" Angle in Wells.....	-	-	-		Stringer Plate, breadth and thickness.....				
Thickness of Plating abreast Deck openings in way of Wells.....	.82	.69			If plated, state thickness.....				
Thickness of Plating abreast Deck openings in way of Bridge.....	.82	.82			Poop Deck.				
Thickness of Plating within line of openings.....	.82	-	.37		Stringer Plate, breadth and thickness.....	-	.46	-	.38
If Sheathed, material and thickness.....	-	-	-		(Remainder) Plating, Sheathing, material and thickness.....	.30	-	.50	
Second Deck. (Machy. Space)					Bridge Deck.				
Stringer Plate, breadth and thickness in Wells.....	.44				Stringer Plate, breadth and thickness.....	x			
					Plating, Sheathing, material and thickness.....	x			
					Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	.43			
					(Remainder) 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 jogged?.....	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.			Inches.	Inches.			Inches.	Inches.	
FLAT PLATE KEEL78 ✓	.84 ✓	.84 ✓	.84 ✓									
" DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. of Strakes3.....	A B	.76 ✓	.52 ✓	.52 ✓	Min. thickness below L.W.L.ford. .57 ✓								
BILGE PLATING, No. of Strakes2.....	C D	.80 to .82 ✓	.48 ✓	.48 ✓	Strakes A.B.C. maintain .76 to F.P.B/H.								
SIDE PLATING, No. of Strakes3.....	E F G	.76 ✓	.48 ✓	.48 ✓	Min. thickness below L.W.L.ford. .57 ✓								
UPPER DECK, Sheer-strake in Wells	H K	.66 ✓	1.05 to .79 ✓	1.05 ✓									
UPPER DECK, Sheer-strake in Bridge.....	J	1.26 ✓	-	-									
STRAKE BELOW Sheer-strake in Wells	K	.77 ✓	.66 ✓	.77 ✓									
STRAKE BELOW Sheer-strake in Bridge	J	.77 ✓	-	-									
POOP SIDE PLATING		-	-	.62 to .42 ✓									
BRIDGE SIDE PLATING.....		.47 to .59 ✓	-	-									
FOREC'TLE SIDE PLATING		-	.44 ✓	-									
ALL BUTT E.W. ✓													

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Frs. 9, 25, 31, 45, 46, 47, 50, 53, 56, 59, 62, 65, 68, 71, 75, 77, 89?					Casting or Forging. Scantlings. Maker's Name. Any Departure from Approved Plans to be Noted.			
Total No. of W.T. BULKHEADS in Vessel.....					KEEL, Bar.....	-	-	-
Extending to Upper Deck (Sec. 3 c).....					STEM.....	M.S. Shaped	.84	.63
" Deck next below.....					STERN FRAME { Propeller Post.....	Cast		
As per Rule.....					STERN FRAME { Rudder.....	Steel shaped		
					Speed of Vessel.....	Contra-Guide		
					RUDDER—Type.....			
(59) MIDSHIP BULKH'D, Upper tween decks					" A x D A 212 Sq. Ft. C. of A. 2.89 abaft C. of			
" " Second " 22#					" Diam. of head.....	13 1/2"		
" " Third " to					" Mainpiece at top pintle	2 - 10" Diam. Steel Pintle		
" " Holds 18#					" " heel.....	Built & E.W.		
COLLISION " (in Hold).....					" how constructed.....	Double plate .50		
AFTER PEAK " ".....					" double or single plate 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?.....	

Rpt. 1*.

S.S. "FORT WINNEBAGO"
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.
Framing of L, C or T riveted		Angles or Flanged Plates			In Fore Pk. Tank			Angles marked *					
Plates in Bridge 'tween Decks		* 6	4	14.3	In Fore Pk. Tank			Aft in Machinery space					
Plates from Uppermost Continuous Deck		* 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 lbs. ✓	*				
" 3		9	4	17.9	* 6	3 1/2	11.7	6 x 4 x 14.3 lbs. ✓	*				
" 4		10	4	17.9	* 6	3 1/2	13.5	7 x 4 x 15.8 lbs. ✓	*				
" 5		11	4	17.9	-	-	-	8 x 4 x 17.2 lbs. ✓	*				
" 6		11	4 1/2	17.9	* 6	3 1/2	13.5	9 x 4 x 17.9 lbs. ✓					
" 7		12	4 1/2	17.9	* 7	4	15.8	10 x 4 x 17.9 lbs. ✓					
" 8		13	4 1/2	17.9	* 7	4	15.8	8 x 4 x 17.2 lbs. ✓	*				
" 9		14	4	17.9	* 8	4	17.2	8 x 4 x 17.2 lbs. ✓	*				
" 10		15	4	17.9	* 8	4	17.2	9 x 4 x 17.2 lbs. ✓					
" 11		15	4 1/2	17.9	-	-	-	9 x 4 x 17.9 lbs. ✓					
" 12		16	4 1/2	20.4	9	4	17.9	10 x 4 x 17.9 lbs. ✓					
" 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 lbs. ✓					
To " 16					19 10	4 1/2	17.9	16 11 x 4 x 17.9 lbs. ✓					
26								17 11 x 4 x 17.9 lbs. ✓					
Amidships		2' - 6" (About 3' - 0" at Bilge) ✓											
At Ends		Reduced at ends.											
Tank Top Longitudinals													
Bottom													
Longitudinals													
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness		33" Top											
Face Angles		36" Bottom .50											
Lugs to Shell*		Flanges 5" ✓											
Depth and Thickness		E.W. to Shell											
Face Angles		4' - 6" Side											
Lugs to Shell*		4' - 8" Ctre. .50											
Depth and Thickness		6" Side											
Face Angles		Flanged 7" Ctre.											
Lugs to Shell*		E.W. to Shell ✓											
Back Bars													
to Vert. Keel		4' 2 1/2"	.50	Flgd. 7" (Measured from C.L. & face of Transverse) ✓									
Side Tr.		5' 3' - 4"	.50	" 6" (" " face of Transverse) ✓									
of Transverse Frames		12' - 2"											
* State if joggled or liners.													
Longitudinal		INV Bridge Deck					Spacing. 2' - 6"						
ns of		L INV Upper	8 ✓ 4 ✓ .44				2' - 6" ✓						
or		L Second	8 ✓ 4 ✓ .44				2' - 6" ✓						
		Third											

all E.W. connections

all E.W. connections

Transverse Beams.

2' x .50 Flgd. 5" 1' - 6" x " 4" .44

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.

EQUIPMENT No. 55307

LETTER

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.
3414	1st Bower.....	11740 lbs.	10500 lbs.	155100 lbs.	95	C.S. Stockless	Columbia Steel Co. Cal.	Pittsburgh 25th April 1944 G.S.H.
3232	2nd "	11750 "	10500 "	155100 "	"	"	"	Pittsburgh 7th April 1944 G.S.H.
3413	3rd "	11720 "	10470 "	155100 "	"	"	"	Pittsburgh 25th April 1944 G.S.H.
	Collective Weight.	35210 "	31470 "		271			
3499	Stream	4310 "	3870 "		28 (in stock)	"	"	"

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.	Statutory. Breaking.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Test.	Length. Cir.
12358	18 2 5/16	303320 424630	83022 "	117 7/8	330 2 5/16	C.S. Nat. Malleable S.L. S.C. Co.	Sharon, 17 June 1944 J.R.S.	TOWLINE.	140 2" Dia	202000 lbs.	130 6 1/2
121610	30 2 5/16	" "	4642 "	"	2 1/16	Sharon, Pa. do.	Sharon 27 Feb/44 J.M.	HAWSERS & WARPS	not known		20100 8
	300 fms.										20100 8
on Stream Chain or Steel Wire	105 1 5/8	148000			120 5 1/2	GPSWR Bethlehem Steel Co.	Williamsport 29, 2, 44 J.S.C.				

Steering Gear, Type (Power or hand) Electric - Hydraulic made by Stetson-Ross Machine Co. Seattle Alternative Means of Steering 2 Independent Electric driven Pumps & 1 Manual Pump

Steering Chains (Size and Test) None Windlass Steam made by Hess Ested Iron Works, Portland, Oregon Boats 6 @ 22'x7'6"x3.16' (Metal) 2 Motor driven

Ceiling in Holds, thickness and material None Cargo Battens, thickness, material and spacing None

Cargo Hatchways.—(Upper Deck) Plates & sections E.W. 4'0" Diam. Hatches to Cargo Oil Tanks Thickness of Hatches (O.T.) .50 Hinged Steel Lids

Size of Hatchways No. 1 (Fwd.) 15'x11'3" (Dry Cargo Hold) 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 No 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 wing tanks in the Machinery space & the Deep Tank Forward. Flash Point above 150°F.

This vessel was originally built under the Special Survey of the Surveyors of the American Bureau of Shipping & the greater part of the Special Survey No.1 required by the Bureau was carried out by their Surveyors immediately prior to the request for Classification with Lloyd's Register of Shipping (see Documentary evidence of Survey attached). A General Examination of the vessel has been carried out by the Societys Surveyors at this port and the standard of Workmanship, Welding & Condition of the vessel is considered satisfactory. The Main Scantlings have been verified from the submitted drawings & found correct.

Particulars of the Equipment were taken from the endorsed Certificates issued by the American Bureau of Shipping.

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

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

I am of opinion the Vessel should be Classed 100A1 Carrying Petroleum in Bulk.

Signature [Signature] Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey No Certificate to be sent to Bureau Date of issue 24/2/47

Committee's Minute

NEW YORK NOV 12 1947

Character assigned 100A1 subject

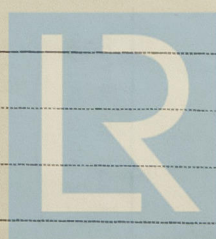
(Classy substituted)

Carrying Petroleum in Bulk

Drawing date 9, 47 jfk

Examined 9, 47

B.S. 9, 47 T.S. 8, 47.



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Lloyd's Register Foundation

S.O. L. 16/2/48. N.Y. L. 5.3.48

0255 3/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded 8.
List of the Plans should be embodied.)

The following Plans of the vessel (T2 Type Tanker are enclosed)

Capacity Plan

General Arrangement

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

The W.T. bulkhead on Fr. 25/31 separating the Main Propelling machinery space from Boiler Room & Auxiliary machinery space below is fitted with 2 hinged W.T. Doors, one at the level of the Boiler Room flat & the other just above the D.B. Tanktop. 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 After Peak)
Electric welded, Cruiser Stern, carrying Petroleum in Bulk, Gyro Compass, Echo sounding device, Direction finder, fitted
Oil Fuel F.P. above 150°F.

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

1st Bower. Not available
2nd " " "
3rd " " "

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 Extreme Breadth over Belting No Belting Over-all Length 523.5
No. and Material of Decks 1 - Steel (2nd Deck clear of Cargo Tanks, Fore & Aft) (2nd Deck aft of cargo tanks)
(Circ. 1611) (Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition Cement in Peaks.

Particulars of composition (if fitted) and of approval

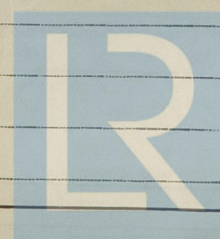
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Fr. 11-44	79.0 ✓	238	Fore peak tank, Fr 89-Fd.	-	314.23
Double bottom, under Engines and Boilers, Fr. 11-44	79.0 ✓	238	After peak tank, " 9-Aft	-	56.12
Double bottom, if under Engines only, Coff. " 35-45	2.5 ✓	22.6	Deep tank, aft, Wing Tank Fr. 36-46	33.25	803.00
Double bottom, if under Boilers only, (Total Lg. 24.5')		Estd.	Deep tank, forward, " 75-89 ✓	31.5 ✓	744.75
Double bottom, forward,			Other tanks, if fitted, Cofferdams Fr. 46-47	3.5	114.22
Total length (if continuous) and Capacity.	81.5 ✓	260.6	(If necessary, furnish further information by sketch.)	4.5	132.94
		238.0			

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits