

STEEL STEAMER ~~OR~~ ~~MOTORSHIP.~~

Received at London Office

18 JAN 1951

23 JAN 1951

IN D.O.

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. 11th January 1951. Port of Middlesbrough. No. 19249.

Survey held at Haverhill Hill-on-Tees ✓ Date First Survey 3rd April 1949 Last Survey 27th December 1950
Middlebrough

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Turbo Electric Tanker "SAN SALVADOR" Machinery aft. Single Screw.

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

TONNAGE under } 9532.92
Tonnage Deck ... }

CLASS +100A1 State if with freeboard } No.
"CARRYING PETROLEUM IN BULK" as condition of Class } FEET

Built at Haverston - Sic-on-Tees.

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

Length from fore part of stem to after part of stern } L 510.0
post on summer L.W.L. See Sec. 3 (1a)

Launched June 29th 1950. Yard No. 445.

Total 9532.92

Breadth (greatest moulded) B 69.0

Builders *Messrs Furness S.B. Co. Ltd.*

Gross Tonnage 10802.45

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) } D 37.0
1031

Owners *Eagle Oil and Shipping Co. Ltd.*

Register Tonnage 6034-65.

1st Longitudinal Number (L \times D)..... = 18360

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

REGISTERED DIMENSIONS.

5 FEET

517.80

dtb 69.31.

36.90

Framing Depth "d," at middle of length. See }

Sec. 5 (1a).....)

Proportions—Depth to Length—Uppermost con-) 13.8.

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.8.

Do. Long Bridge to }
top of keel }

Draught Moulded ✓

Residence

Port of Registry.....London.

If surveyed while building, afloat, or in dry dock

Building 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.....	30	✓	Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead.....	30 and 27	✓	" " Reversed Frame.....		
" " in peaks	24	✓	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60" and 48" x 50"	✓
Frame Amidships, Angle, [or [	11 x 3 1/2 x 46 B.A.	✓	" " top Angles	welded direct.	✓
" " Extends up to.....	upper deck.	✓	" " bottom Angles.....	welded direct.	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	engine seating as appd.	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	11	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	no margin. Tank top in machinery space carried out to shell and welded.	✓
" " Second 'tween Decks, Angle, [or [	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Third " " " " " "	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem	11 x 3 1/2 x 46 and 10 x 3 1/2 x 40 B.A. ✓ IN WAY OF NOS 8 & 9 TANKS.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
" " in Peaks, Angle or [	9 x 3 1/2 x 46 B.A. ✓	✓	INNER BOTTOM PLATING. IN MACHY. SPACE		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" x 1" @ 5 1/2" dia	✓	Breadth and thickness of Middle Line Strake...	Fabricated panels .56.	✓
State if Frame Joggled.....	yes.	✓	Thickness of remainder in Holds	✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved ?	yes.	✓	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 ?.....	yes.	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved ?.....	yes.	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or [...	longitudinal framing	✓
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [or [	Pl separate sheet.	✓
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 Inter-costal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or [✓	
" " Flat Plate Keel Angles			Spacing.....		
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [or [✓	
" " thickness of Intercoastal Plate...			Spacing.....		
" " Angles			Poop Deck, Angle, [or [	9 x 3 1/2 x 40 ✓ 8 x 3 x 40 BA ✓ 24" and 30"	✓
DOUBLE BOTTOM. IN MACHINERY SPACE.			Spacing.....		
Solid Floors, thickness and spacing .....	.44 to .52.		Bridge Deck, Angle, [or [	6 x 3 x 36 B.A.	✓
" " Are Frame and Reversed Frame joggled ?	Floors riveted to shell with joggled frames. E.W. to tank top.	✓	Spacing.....	36"	✓
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or [7 x 3 x 33 B.A.	✓
" " breadth and thickness at margin plate.....			Spacing.....	36"	✓

TURBO-ELECTRIC

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unc

FORGINGS AND CASTINGS.

...HOL
ARE

1.28. 7

Messrs Furness S.B. Co Ltd No 445. Turbo Electric Tanker "SAN SALVADOR."

M.D.B. RPT. 19249.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
														Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.	
ing of L, L or C		Bottom longls. of flanged plate section.																
s in Bridge 'tween Decks ...		Transverse frames.																
s from Uppermost Continuous Deck No. 1		Transverse framing at sides.																
" 2																		
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
" 10		18" x 58" flanged 5" and welded to shell.																
" 11		- do -																
" 12		- do -																
" 13		- do -																
" 14		- do -																
" 15		- do -																
" 16		- do -																
ing of } Amidships		36" ✓																
itudinal } At Ends		Transverse framing at ends ✓																
le } Tank Top Longitudinals		Transverse construction.																
ms } Bottom "																		
or C }																		
ag of Longitudinals { Amidships																		
At Ends...																		
Transverses.																		
Bridge { Depth and Thickness		Part partitioned bulkheads port & starboard.																
on Decks { Face Angles																		
{ Lugs to Shell*																		
In { Depth and Thickness		CENTRE TANKS 54 x 50 ✓ WING TANKS 38 x 46 ✓																
or 'tween { Face Angles																		
Decks. { Lugs to Shell*																		
Hold. { Depth and Thickness		14 1/2" x 1.0" FLAT E.W. 6" x .50" FLAT E.W.																
ARGO TWS. { Face Angles																		
IN SHELL { Lugs to Shell*																		
IN SHELL { " " Back Bars ...		welded direct to shell. ✓																
IN SHELL { " " Back Bars ...		none ✓																
IN SHELL { Brackets		none ✓																
ing of Transverse Frames		BKT. AT LONG. BHD. 5'-0" ABOVE TOP OF TRANS. x 6'-0" FLANGED 6" BKT. AT LONG. BHD. 3'-9" ABOVE TOP OF TRANS. x 6'-0" FLANGED 6" BKT. AT SHELL 6'-8" ABOVE TOP OF TRANS. x 8'-6" x 46. FL. 6" ✓																
* State if joggled or liners.		10'-0" ✓																
itudinal																		
rs. of																		
L or E																		
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.

CHAIN CABLES.

No. of Cert.	Length & size supplied		Test per cert.		Weight of chain cable		Length & size per table 53		Description	Maker of cables	Where & when tested & Supt.		
	Length	Diam	Statutory.	Breaking	Supplied	Per Rule	Length	Diam					
	Fathoms	Ins.	F.	c.	t.	c.	e.	q.	lbs.	cwts.	ftlms.	ins.	
12831	15	2.5/16	134	16	188	14	42	3	24	Steel Link I.e. Special & Sons steel "TAYCO"	S. Taylor (Brierley Hill).	Netherton 11.5.50 H. Murphy.	
12832	"	"	"	"	"	"	42.0	.17		"	"	"	"
12833	"	"	"	"	"	"	42.2	.17		"	"	"	"
12834	15.1/6	"	"	"	"	"	42.2	.10		"	"	"	"
12835	"	"	"	"	"	"	42.2	.10		"	"	"	"
12836	"	"	"	"	"	"	42.3	.3		"	"	"	"
12837	"	"	"	"	"	"	43.1	.10		"	"	"	"
12838	"	"	"	"	"	"	42.3	.10		"	"	"	"
12839	"	"	"	"	"	"	42.1	.17		"	"	"	"
12840	"	"	"	"	"	"	42.3	.10		"	"	"	"
12841	"	"	"	"	"	"	43.1	.10		"	"	"	"
12842	"	"	"	"	"	"	43.1	.3		"	"	"	"
12843	15	"	"	"	"	"	42.2	.17		"	"	"	"
12844	"	"	"	"	"	"	42.0	.10		"	"	"	"
12845	"	"	"	"	"	"	42.0	.10		"	"	"	"
12846	"	"	"	"	"	"	42.3	.3		"	"	"	"
12847	15.1/16	"	"	"	"	"	43.1	.10		"	"	"	"
12848	15	"	"	"	"	"	43.1	.3		"	"	"	"
12849	"	"	"	"	"	"	43.1	.3		"	"	"	"
12850	"	"	"	"	"	"	42.2	.10		"	"	"	"
12891	"	"	"	"	"	"	42.3	.17		"	"	"	"
12892	"	"	"	"	"	"	42.1	.17		"	"	"	"
12851	One attachment piece connecting of two links for 2.5/16" cable		"	"	"	"	1.0	.0		"	"	Netherton 20.3.50 H. Murray.	
12852	"	"	"	"	"	"	1.0	.0		"	"	"	"
12853	"	"	"	"	"	"	1.0	.0		"	"	"	"
12854	One attachment piece connecting of 3 links for 2.5/16" cable		"	"	"	"	1.1	.7		"	"	"	"

22 lugless joining shackles.

2 space lugless joining shackles.

1 Buoy shackle fitted with cottered bolt for 2.5/16" dia. Tayco Steel Link cable.

A.R.S.



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Lloyd's Register
Foundation

The amount of Entry Fee..... £ ✓ : : } Fees applied for,
Special Survey Fee..... £ 1460 ✓ : } 17.1. 1951
FREEBOARD FEE. 36 ✓ : } Received by me,
Travelling Expenses, 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

State whether the Vessel has been built under Special Survey **ES.**

Signature **A. P. Booth**
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **Middlesbrough Office** Date of issue **21/2/51**
London Surveyors FEB. 9 1951

Committee's Minute

Character assigned **+100A1 "Carrying Petroleum in bulk"**
12.50 Mdb. **Fitted for oil fuel 12.50 F.P. above 150 °F**
Lloyd's A+CP. **+LMC 12.50**
F.D. C.L.
White Mdb (m) **2 WTB 560 lb (Sp. 550 lb) DB 155 lb**

CLASSIFICATION
CERTIFICATES WRITTEN.

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Lloyd's
Found

0031 27

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 is similar to *hms Furness S.P. Co's* *San Silvestre*. The main differences are the length of engine room, length of poop and arrangement of oil fuel tanks at fore end of engine.

After the launch this vessel was found to have sustained bottom damage in nos 1, 2 and 3 centre tanks, port side (Tanks are numbered from aft). Prior to trial trip the vessel was placed in dry dock and damage repairs carried out as under.

No 1 Centre tank:— No 4 long. renewed in two pieces & strapped & welded. Transverse nos 60 & 61 cropped & part renewed in way of No 4 long. Vertical flat stiffener on each transverse in way renew.

No 2 Centre tank:— No 4 long. renewed in two pieces & strapped & welded. Transverse nos 72 & 73 cropped & part renewed in way of No 4 long. Vertical flat stiffener on each transverse in way renew.

No 3 Centre tank:— No 84 transverse which was slightly buckled in way of No 4 long. Keel and framed in place.

The bottom shell in way of above was faired in place after removal of longitudinals. On completion of repairs, the nos 1 and 2 cargo tanks tested to a depth of about 5' 0".

All repairs carried out to the satisfaction of the Local Surveyors Owners & Underwriters Representatives. Vessel undocked December 11th 1950.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts & seams of bottom shell — Butts only of side shell — Butts & seams of upper, bridge & poop decks — Butts only of Forecastle deck. — Rudder — Stem — Bulkheads & structure generally main cargo tanks & bunkers — Bottom & deck long to bottom & shell — Tank tops and double bottom structure in machinery space mainly welded — auxiliary engine seats — structure of peaks and fore & aft tank partly welded — welding also employed in stems of minor structural importance — all electrodes used of approved types.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser stem — longitudinal framing at bottom & deck, one deck — machinery — D.F. — E.G. — G.C. — part disapproved. Fitted for O.F. F.P. above 150°F.

RADAR Equipment (State if fitted)

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier

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

1st Bower	50. 1. 10.	1501.	18.3.50	A.E.G.
2nd "	50. 3. 0.	1489.	11.3.50	A.E.G.
3rd "	50. 1. 6.	1506.	22.3.50	A.E.G.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 125 ft., R.Q.D. ft., Bridge 45.5 ft., Forecastle 76.67 ft.

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

Official No. 184,336. Signal Letters Extreme Breadth over Belting 69'-3 3/4" Over-all Length 536'-11 1/2"

No. and Material of Decks One deck Steel.

Parts of Bottom of Vessel coated with cement or approved composition. Structure in fore and after peak tanks, main & double bottom cofferdams cement washed. Bottoms of fore & after peak tanks cemented.

Particulars of composition (if fitted) and of approval Tank top and structure below floor level in machinery space coated with white Bore Bismarck enamel.

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, FRAME 196 TO BOW.	29.0	143.0
Double bottom, under Engines and Boilers, FRESH WATER.	75.0	134.0	After peak tank, FRAME 10 TO 10	18.95	137.0
Double bottom, if under Engines only,	-	-	Deep tank, aft, OIL FUEL BRS & SETTLING TANKS PA 43-55	30.0	1176 O.F.
Double bottom, if under Boilers only,	-	-	Deep tank, forward, FR 183-196.	29.25	300.0
Double bottom, forward,	-	-	Other tanks, if fitted, O.F. BRS FORWARD, 174-181.	15.75	804 O.F.
Total length (if continuous) and Capacity	75.0	134.0	(If necessary furnish further information by sketch.)		

See also sketch herewith.

Order for Special Survey No. 1609

Date 14.3.49

Dates of Surveys held while building

1949
Mar. 3, 15, 19, 31. Aug. 30. Sept. 12, 21. Oct. 4, 10, 12, 16, 28. Nov. 4, 10, 15, 16, 18, 23, 30. Dec. 1, 3, 6, 14, 16, 29.
1950
Jan. 10, 13, 16, 17, 19, 20, 23, 25, 26, 31. Feb. 2, 29. 3, 15, 17, 20, 27. Mar. 1, 3, 6, 9, 10, 13, 17, 22, 23, 24, 27, 28, 29, 31.
Apr. 3, 4, 5, 6, 12, 13, 14, 19, 20, 21, 24, 26, 27, 28. May 2, 3, 4, 8, 9, 10, 11, 12, 17, 19, 22, 24, 25, 26, 31. June 1, 5, 6, 7, 8, 9.
12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29. July 6, 12, 19, 21, 24, 25, 28. Aug. 8, 10, 14, 18, 22, 23, 24, 29, 31. Sept. 4, 6.
21, 26, 27. Oct. 3, 5, 12, 13, 16, 17, 18, 25, 26, 31. Nov. 3, 6, 10, 14. Dec. 1, 5, 6, 11, 15, 22, 27.
Total No. of Visits 150