

STEEL STEAMER ~~or~~ MOTORSHIP

Received at London Office

29 JUN 1954

State if Report has been sent on the Freeboard of the Vessel. NoState if Report is sent on the Machinery of the Vessel. YesDate of completion of report 25th May 1954 Port of Baltimore, Maryland No. 10222Survey held at Baltimore Date First Survey 29 June 1953 Last Survey 30 April 19 54On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "JOHN P.C." Machinery aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Tanker, Carrying petroleum in bulk State Type of Erections P.B.&F.TONNAGE under Tonnage Deck... 16909.95 CLASS Tanker State if with freeboard as condition of ClassDo. of space or spaces between Tonnage Dk. and Upper Dk. 18717.11 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 615 FEET. Launched 18th February, '54 and No. 4522Breadth (greatest moulded) 84 Builders Bethlehem Sparrows Point Shipyard, Inc.Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 44 Owners Balboa Compania Naviera S.A.1st Longitudinal Number (L x D) 27060 Managers Orion Shipping & Trading Co. (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) 78720 Residence 80 Broad Street, New YorkFraming Depth "d," at middle of length. See Sec. 3 (1d) 13.98 Port of Registry PanamaProportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel 32'-11" If surveyed while building, afloat, or in dry dockDraught Moulded 32'-11" While building 7/16

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.
Spacing amidships.....	Long. Frmg. See Rpt. 1*		Bracket Floors, Frame	-	
" from 3/8 length amidships to Collision bulkhead.....	32 - 24 ✓		" " Reversed Frame	-	
" in peaks	24 ✓		" " Vertical Struts	-	
HING. amidships, Angle, [or [.....	See Rpt. 1* ✓		Centre Girder, depth and thickness amidships	60 .625 ✓	
" Extends up to.....	-		" " top Angles	none E.W. Connections ✓	
Frame Amidships, Angle.....	-		" " bottom Angles	none E.W. Connections ✓	
" Extends up to.....	-		Side Girders, No. each side and thickness.....	.50 ✓	
Framing Girder.....	-		Margin Plate depth (excl. of flange) and thickness	-	
Uppermost Continuous 'tween Decks, Angle [or [.....	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	
Second 'tween Decks, Angle, [or [.....	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
Third " " " "	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
in 1/2 len. for'd. to 15% len. from stem	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
Peaks, Angle xxx Inv. A.	9 4 21.3 ✓ 8 4 .44 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
and Spacing of Rivets through Frame) Shell Plating amidships	E.W.		INNER BOTTOM PLATING in ER only	1.00 & .65 ✓	
Time Joggled	No		Breadth and thickness of Middle Line Strake.....	-	
Scantlings and arrangements in the Area in accordance with the Rules approved?	Yes		Thickness of remainder in Holds	-	
Scantlings and arrangements in way of the Forward in accordance with the Rules 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?	-	
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	-		Uppermost Continuous Deck, amidships in Wells, Angle [or [.....	See Rpt. 1* ✓	
Height of Brackets at side above base line at toe of frame	-		" " in way of Bridge, Angle, [or [.....	-	
Line Keelson, on Floors, Angles, [or [.....	-		Spacing	-	
" " Through Plate or Intercoastal Plate.....	-		Second Deck, amidships, Angle, [or [.....	-	
" " Foundation Plate on Floors	-		Spacing	-	
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, [or [.....	-	
Side Keelsons, No. each side	-		Spacing	-	
" " thickness of Intercoastal Plate.....	-		Fourth Deck, amidships, Angle, [or [.....	-	
" " Angles	-		Spacing	6 4 .38 ✓ 7 4 .44 ✓	
DOUBLE BOTTOM. Only aft in E.R.			Poop Deck, Angle, xxx Inv.	every frame	
Solid Floors, thickness and spacing50 24 & 32 ✓		Spacing	every frame	
" " Are Frame and Reversed Frame joggled?	none E.W. Connections ✓		Bridge Deck, Angle, [or [.....	See Rpt. 1* ✓	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, xxx Inv.	7 4 .38 ✓	
			Spacing	every frame	

Spacing of
Longitudinal
Frames 30

framing of L
games in Bri
games from U
Deck

Spacing of
Longitudinal
Frames 30

Double bottoms }
or C }

FORGINGS and CASTINGS.

ams of

below the Committee's Minutes.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
	In Ship.			In Ship.				Diam. Ins.	Spang. Ins.	Inches.	Number.	Diameter. Inches.	
	Ins.	Ins.	lbs. or	Ins.	Ins.	lbs. or							
framing of L, XXXX inv.	Inverted angles or inverted angles cut from channels							End	Bkts	Slotted thro'	BHDS		
frames in Bridge 'tween Decks	7	4	.44	-	-	-		Continuous			Length	Depth	Thick
frames from Uppermost Continuous Deck No. 1	7	4	.44	6	4	.44					26	6	1
" 2	7	4	.44	6	4	.44					26	6	1
" 3	8	4	.44	7	4	.44					32	7	1
" 4	8	4	.44	7	4	.44					"	"	"
cut from channels	" 5	8	.44	A -	-	-		Electric			"	"	"
0 x 3 1/2 x 25.3 lbs.	" 6	10	3 1/2 19.75	8	4	.44					"	"	"
" " "	" 7	10	3 1/2 19.75	8	4	.44					"	"	"
" " "	" 8	10	3 1/2 19.75	F 8	4	.50			Welding			"	"
" " "	" 8	10	3 1/2 19.75	A 10	3 1/2 19.75						"	"	"
0 x 4 x 28.5	" 9	10	4 21.35	10	3 1/2 19.75					"	"	"	
" " "	" 10	10	4 21.35	F 10	3 1/2 19.75					"	"	"	
" " "	" 10	10	4 21.35	F 10	4 21.35					"	"	"	
2 x 3 1/2 x 30.9	" 11	12	3 1/2 24.5	A 10	3 1/2 19.75		Both			39	9	1	
" " "	" 12	12	3 1/2 24.5	F 10	4 21.35					"	"	"	
2 x 3 1/2 x 32.9	" 13	12	3 1/2 26.5	A 12	3 1/2 24.5					"	"	"	
" " "	" 13	12	3 1/2 26.5	A 12	3 1/2 24.5					"	"	"	
3 x 4 x 35	" 14	13	4 27.25	F 12	3 1/2 26.5					"	"	"	
" " "	" 15	13	4 27.25	A 13	4 27.25		Sides			"	"	"	
" " "	" 16	15	4 30.7	13	4 27.5					"	"	"	
" " "	" 16	15	4 30.7	F 17	4 33.7					"	"	"	
acing of longitudinal frames 30	17	17	4 33.7	A 15	4 30.7					47	11	1	
" " "	18	4	35.9	-	-	-				47	11	1	
Double Bottoms	Tank Top Longitudinals												
or C	Bottom												
acing of Longitudinals	Amidships												
	At Ends...												
Transverses.													
Side (between Decks)	Depth and Thickness							All					
bridge	Face Angles												
	Lugs to Shell*												
Side Tanks	Depth and Thickness							E.W.					
	Face Angles												
	Lugs to Shell*												
Tanks	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
ttom	" " Back Bars												
Brackets	7'6"cr 7'-9" Side												
acing of Transverse Frames	10 ft												
* State if joggled or liners.													
Any Departure from Approved Plans to be Noted													
Longitudinal													
ams of													
XXXX													
verted													
									</				

EQUIPMENT No.				LETTER <i>nt</i>				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
BC16400	1st Bower.....	1	66	75	—	—	—	19	04	00	Philadelphia
BC16398	2nd "	1	66	70	—	—	—	19	04	00	"
BC 16399	3rd "	1	16	45	—	—	—	19	04	00	7/10/52 ✓
	Collective Weight.	4	99	90	—	—	—	—	—	—	Forge
BC16401	Stream	—	61	45	—	—	—	10	33	76	Division L.R. Chapman ✓

CHAIN CABLES.										HAWSERS AND WARPS.							
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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
															Fathoms.		
BC5673	330	2 11/16	4	5	145082	-	330	2 11/16	16 C.S.	Baldt Anchor	Philadelphia	TOWLINE	140	2 1/2	142.5	140	2 1/2
			0	6					Di-	Chain and	16/11/53	HAWSERS & WARPS }				2 @ 120	8
			2	4					Lok	Forge	R. Kennedy					Manilla	
			0	8						Division							3 @ 120
Iron Stream Chain or Steel Wire	120	1 5/8	0	0	-	-	120	1 5/8	6.37	Bethlehem	Williams Port Pa.						
			0	82					plow	Steel Co.	24/9/53						
											R. Kennedy						

Steering Gear, Type (Power or hand) Power, Electric Hydraulic Alternative Means of Steering Hand Wheel on Poop House ✓

Steering Chains (Size and Test) — Windlass Steam - Hyde Windlass Co. Boats 4-Steel, 37 persons each ✓
in Dry Cargo Hold-Ford.

Ceiling in Holds, thickness and material — Cargo Battens, thickness, material and spacing 2" - Wood - 7" ✓

Cargo Hatchways.—(Upper Deck) Steel Plates - E.W. Connections Thickness of Hatches Hinged Steel O. T. Covers ✓

Size of Hatchways No. 1 (Fwd.) — No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —

Number of Shifting Beams 30 - 4'0" Dia. O. T. Hatches ✓
~~Number of Shifting Beams~~
~~Number of Shifting Beams~~

Builder's Signature

George
 BETHLEHEM-SPARROWS POINT
 SHIPYARD, INC.
 SPARROWS POINT, MD.

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. Tanker ✓. 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 ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule Requirements. The plans of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. ✓

The materials and workmanship are to our satisfaction. ✓

The ship is intended to carry petroleum in bulk; the cargo oil tanks, the oil fuel tanks, cofferdams, peak tanks, deep tanks, and double bottom tanks have been tested in accordance with the Rules and found satisfactory. The flash point of the oil is above 150°F. The windlass and steering gear have been tried and found satisfactory. The vessel is also classed with the American Bureau of Shipping who have assigned the freeboards. Steel plates over 1" in thickness are used in keel strake, bottom and bilge plating, upper deck sheerstrake and strake below, upper deck stringer and deck plating and are of American Bureau of Shipping class (C) material which is accepted as being equivalent to the Society's requirements. ✓

The amount of Entry Fee Arranged fee
See Mr Ferguson's
memo to New York
 Special Survey Fee..... £ 31/1/52 and
 Travelling Expense, if any £ attached
statement

Fees applied for, 19
 Received by me, 19

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

We are opinion of opinion the Vessel should be Classed. *100A1 ✓

State whether the Vessel has been built under Special Survey Yes ✓

Certificate to be sent to N.Y.K. Date of issue 11th August, 1954.

Signature *Buchanan & D.H. McKenzie*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 9 1954

Character assigned + 100 A1 Docking date 4.54
Carrying petroleum in bulk
Fitted for oil fuel 4.54 FP above 150°F.
+ LMC 4.54

note: E.W. except stringer angle and
 seams of deck and shell bands
 hngl. framing, cruiser stem,
 trachy aft.
 DF- ESD- GYC. RADAR
 2 WTB (SPT) 675 lbs/ft
 Elec. light.

008201-008210-0155 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 and a List of the Plans should be embodied.)

Sister vessel S. S. "ANDROS SEA", Hull No. 4517, Baltimore Rept. No. 9977; and S.S. "ORION STAR" Hull No. 4519

Balto. Rept. No. 10087. ALSO J.S. "LAS PIEDRAS" BALT. REPT. 9852.

Plans showing vessel as built

- | | | |
|--------------------------------|--------------------------|-----------------------------------|
| 1. Midship Section | 6. Upper deck, aft | 11. Stern Frame |
| 2. Shell expansion, amid ships | 7. Upper deck, forward | 12. Capacity plan |
| 3. Shell expansion, aft. | 8. Trans. O.T. Bulkheads | 13. Cr. Vert Keel and deck girder |
| 4. Shell expansion, forward | 9. Long. O.T. Bulkheads | 14. Trans. web frames. |
| 5. Upper deck, amidships | 10. Rudder | |

Approved plans—

- | | |
|---|---|
| 15. Midship Section | 25. Five Peak Bulkhead |
| 16. Stern frame | 26. Inner bottom plating |
| 17. Rudder | 27. Transverse Web frames |
| 18. Shell expansion, amidship | 28. Frames and Breasthooks, ford |
| 19. Shell expansion, forward | 29. Forecastle deck plating |
| 20. Shell expansion, aft | 30. Vertical keel and deck girder |
| 21. Upper deck plating, amidships | 31. Trans. O.T. Bulkheads |
| 22. Upper deck plating, forward | 32. Second deck plating, forward |
| 23. Upper deck plating, aft. | 33. Long O.T. Bulkhead |
| 24. Floors and girders, forward deep tank | 34. Modification to Cr. keel and deck girder. |

Certificates - Hull Interim Classification Certificate, stern, frame, rudder stock, RUDDER, hawse pipes (P&S)

The vessel was dry docked at Baltimore on 19th April 1954, prior to the trial trip.

PARTICULARS OF ELECTRIC WELDING (if employed) All shell and deck butts are flush and electric welded. All shell and deck seams are flush and electric welded except 1 deck seam (p&s), 2 side shell seams (p&s) and 2 bottom seams (p&s) which are riveted.

All internal connections throughout are welded.

Electrodes used - RACO 7& RACO 20, GE 26,27,32, McKay No. 15

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying petroleum in bulk, cruiser stern, machy. aft, Lloyds A&CP. Fitted for oil fuel, Long'tl. framing, windlass, radar fitted, gyro compass, direction finder, echo sounding.

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

1st Bower Head	12580, L.R.C.,	BC 16400,	7/10/52
2nd "	"	12580, L.R.C.,	BC 16398, 7/10/52
3rd "	"	12530, L.R.C.,	BC 16399, 7/10/52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 124 ft., R.Q.D. - ft., Bridge 39 ft., Forecastle 80 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official-No. 2939 N.Y. Signal Letters H.P.L.B. Extreme Breadth over Belting - Over-all Length 644-9 3/4" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DK (Stl)

Parts of Bottom of Vessel coated with cement or approved composition Double bottom in Engine Room aft.

Particulars of composition (if fitted) and of approval Metallic Brown

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.
Double bottom, aft, under E & B F.W.	83.3	242.	Fore peak tank,	-	504
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	201
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward, FRS 91-110	44'	1245
Double bottom, forward,	-	-	Other tanks, if fitted, Fuel Oil 50-52	17'	0.F.
Total length (if continuous) and Capacity	-	-	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 270

Date 20/3/52

Dates of Surveys held while building

1953 June 29: July 7.21.24.28.29.31: Aug. 6.11.12.14.21.24.26.31:
Sept. 2.4.11.18.21.22.25.28.30: Oct. 2.5.6.8.9.12.14.15.16.20.23.26.27:
Nov. 2.4.9.10.11.13.16.17.19.24.25.27: Dec. 1.3.7.11.14.18.22.23.28.29.30:
1954 Jan. 4.5.6.7.8.12.13.14.15.18.19.20.21.22.26: Feb. 1.2.3.4.5.8.9.10.11.15.16.18:
Mar. 9.15.16.22.24.25: AP. 6.7.9.13.23.27.28

Total No. of Visits 10