

7 MAR 1949

STEEL STEAMER or MOTORSHIP

25 FEB 1949

Received at London Office

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 27th January, 1949 Port of Baltimore, Maryland No. 8758

Survey held at Newport News, Virginia Date First Survey 9th March, 1948 Last Survey 15th July, 1948

On the (State if Machinery fitted with if Single, Twin or Triple Screw) Single Screw "OAKLEY-L. ALEXANDER" (ex. "LAGONIA VICTORY") (Arch. Am.)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) "Victory"- VC2-S-AP2 - Converted to collier State Type of Erections Forecastle

TONNAGE under 6634
Tonnage Deck....Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

Gross Tonnage 7751

Register Tonnage 4752

CLASS 100A1
contemplatedState if with freeboard
as condition of Class

FEET.

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) L 436.5

Breadth (greatest moulded) B 62.0

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 38.0

1st Longitudinal Number (L x D) 16587

2nd Numeral L x (B + D) 43650

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length — Uppermost con-
tinuous deck to top of keel 11.49Do. Long Bridge to top
of keel

Draught Moulded

Built at Baltimore, Maryland

Launched March, 1945 Yard No. 2457

Builders Bethlehem Fairfield Shipyard, Inc.

Owners Pocahontas Steamship Company

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

Residence

Port of Registry Wilmington, Delaware

If surveyed while building, afloat, or in dry dock

afloat and in drydock

REGISTERED DIMENSIONS.
FEET.

439.1

62.15

34.5

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.
MES, Spacing amidships	36 ✓		Bracket Floors, Frame	-	
in No. 1 hold			" " Reversed Frame	-	
from 1/4 length amidships to	30 ✓		" " Vertical Struts	-	
Collision bulkhead			Centre Girder, depth and thickness amidships	48 ✓	21.7 lbs.
in peaks	24 ✓		" " top Angles	-	Cr. girder E.W. to
FRAMING.			" " bottom Angles	-	flat keel and
ame Amidships, Angle, [or] Inv.	9 4 .56		Side Girders, No. each side and thickness	2 .50 & .38	inner bottom
" Extends up to	2nd Deck		Margin Plate depth (excl. of flange) and	34 ✓	.52
versed Frame Amidships, Angle	-		thickness		
" Extends up to	-		" " Vertical Angle to Tank side	-	E.W. connections
th of Framing Girder	-		Bracket abaft 1/4 len. from	-	
nes in Uppermost Continuous 'tween	7 4 .44 ✓		stem	-	E.W. connections
Decks, Angle, [or] Inv.	-		" " Vertical Angle to Tank side	-	
" Second 'tween Decks, Angle, [or]	-		Bracket from forward 1/4 len.	-	
" Third " " "	-		from stem to Panting Area	-	6x5/8 welded flat bar
from 1/2 len. for'd. to 15% len. from	as submitted		Gussets, spacing and scantling	-	to tank top and edge
Stem			abaft 1/4 len. from stem	-	
in Peaks, Angle, [or] Inv.	8 4 .44 ✓		" " Gussets, spacing and scantling	-	to T.S. bracket.
meter and Spacing of Rivets through Frame	E.W.		from forward 1/4 len. from	96 ✓	.50
and Shell Plating amidships			stem to Panting Area		Tank tops
e if Frame Joggled	No		Tank Side Brackets, height above base line	-	
the scantlings and arrangements in the			at toe of Frame and thickness	-	
anting Area in accordance with the Rules	as submitted		INNER BOTTOM PLATING.		
d/or as approved?			Breadth and thickness of Middle Line Strake	51 ✓	.53 in all cargo
the scantlings and arrangements in way of the	as submitted		Thickness of remainder in Holds	-	holds completely
ottom Forward in accordance with the Rules	as submitted		Are Rule requirements complied with regarding	-	.50 covered with
d/or as approved?			increases of scantlings in way of double	-	.62 welded
GLE BOTTOM.			bottom in E. & B. space and framing in	-	as submitted doublings
loors, Depth and thickness at mid-line in	-		Bunkers and Boiler Room?	-	
Holds	-		BEAMS.		
Height of Brackets at side above base	-		Uppermost Continuous Deck, amidships	8 4 17.2 lbs. Inv.	
line at toe of frame	-		in Way, Angle, [or]	-	
iddle Line Keelson, on Floors, Angles,	-		" " in way of Bridge, Angle,	-	
[or]	-		[or]	-	
" " Through Plate or	-		Spacing	every frame	
Intercoastal Plate	-		Second Deck, amidships, Angle, [or] Inv.	-	Beams
" " Foundation Plate on	-		Spacing	-	removed
Floors	-		Third Deck, amidships, Angle, [or]	-	leaving
" " Flat Plate Keel Angles	-		Spacing	-	side
ide Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or]	-	stringers
" " thickness of Intercoastal Plate	-		Spacing	-	in all
" " Angles	-		Poop Deck, Angle, [or]	-	cargo holds
DOUBLE BOTTOM.			Spacing	-	
Solid Floors, thickness and spacing	.44 ✓	36	Bridge Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame	-		Spacing	-	
joggled?	-		Forecastle Deck, Angle, [or] Inv.	7 4 .44 ✓	
Bracket Floors, breadth and thickness at	-		Spacing	every frame	
middle line	-				
" " breadth and thickness at	-				
margin plate	-				

[illegible]

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.			State if joggled?.....	RIVETS.		No. of Rows of Rivets	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing: cr. to cr.	Diam.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.
AT PLATE KEEL	51 ✓	.81 ✓	.81 ✓	.81 ✓		All					
" DBLG. (if any)	-	-	-	-		seems					
BTOM PLATING, No. of Strakes	4	.72 ✓	.81 ✓	.56			and				
GE PLATING, No. of Strakes	2	.69 ✓	.81 ✓	.50				butts			
E PLATING, No. of Strakes	3	.69 ✓	.56	.50					flush		
PER DECK, Sheer-strake in Wells	51 ✓	.81 ✓	.47 ✓	.47					and		
UPPER DECK, Sheer-strake in Bridge	-	-	-	-					electric		
STRAKE BELOW Sheer-strake in Wells	1	.69 ✓	.47 ✓	.47					welded.		
STRAKE BELOW Sheer-strake in Bridge	-	-	-	-							
POOP SIDE PLATING	-	-	-	-							
BRIDGE SIDE PLATING	-	-	-	-							
FORECASTLE SIDE PLATING	-	-	.40 ✓	-							

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 7 ✓

“ Deck next below —

As per Rule _____

	Casting or Forging.	Scantlings.	Maker's Name.	Any De from A Plans to
KEEL, Bar				
STEM		Plate stem upper part steel casting lower part		
STERN FRAME { Propeller Post	C.S.			
{ Rudder "	C.S.			
Speed of Vessel				
RUDDER—Type		Contraglide	- see plan	
" A X D				
" Diam. of head		14"	✓	
" Mainpiece at top pintle	casting			
" " heel	casting			
" how constructed	Steel plates-	E.W.	con	
" double or single plate	Double	.50	✓	
" coupling, vertical or	Horizontal	- 6-3 3/4"		
" horizontal				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
	Tested to American Bureau Requirements.....
	Has the Steel been tested as required by the Rules?.....

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 Superintended.
		Cwts.	qrs. lbs.	Cwts.	qrs.	lbs.	Total.	cwts.	qrs.				
17112	1st Bower.....	24	40	-	-	-	136000	✓		Powell Stockless	Pitts. Steel	Pittsburg 25/10/44 D8	Burns
18983	2nd "	93	60	-	-	-	137000	✓		" "	Foundry Corp	" 18/12/44 "	"
15335	3rd "	75	60	-	-	-	117224	✓		Baldt Stockless	Baldt	Phila. 20/7/48	
	Collective Weight.	236	60										
18994	Stream	33	40	✓			65000	✓		Powell Stockless	Pitts. Foundry.	Pitts. 18/12/44 D8	Burns

Number of Cable.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 53.		Descrip- tion.	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.	Statio- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
18938	300	2 1/8	✓	248240	76780	-			C.S.	Nat. Malleable	Pitts. 19/12/44	TOWLINE	130	1 3/4	164000	130	5 1/2
									S.L. Steel Castings Co.	John Smith							
												HAWKERS & WARPS	100	8	Hemp	100	8
													20	8	Hemp	20	8
													100	8	Hemp	100	8
													20	8	Hemp	20	8
													100	8	Hemp	100	8
Stream main or eel Wire	120	5	✓	-	-	-		120	8 1/2	Steel Wire							

[illegible]

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. No*
(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).

This vessel U.S.M.C. Victory type VC2-S-AP2, was built under the supervision of and classed with the American Bureau. She has been converted to a self trimming collier, the second and third decks removed (except side trimmers), cargo hatchways enlarged and other alterations effected. The special survey for classification has been completed (Newport News) (see Rpt. 8).

The scantlings and arrangements have been compared with the submitted plans and as far as now seen, the workmanship and materials are good. ✓

Particulars of existing equipment were taken from the endorsed American Bureau Certificate. ✓

A spare bow anchor was supplied at this time, also 120 fms. 5" steel Stream wire and 4 st 100 fms.

The survey for freeboard assignment has been held. ✓ (See Newport News Rept.)

<p>the amount of Entry Fee £ See Newport News Rept. 8</p> <p>Special Survey Fee..... £ : :</p> <p>Travelling Expense, if any £ 372.00 :</p>	<p>Fees applied for, _____ 19____</p> <p>Received by me, _____</p> <p><u>Feb. 3rd 1949</u></p>	<p>(Special notations, where part of class, to be stated.)</p> <p>I am of opinion the Vessel should be Classed <u>100A1</u></p>
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ate whether the Vessel has been built under Special Survey No. _____

 Certificate to be sent to NYK. Date of issue 19/5/49

 Signature F. Buchanan

 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK FEB 9 1949 925

Character assigned 100 A1 NOTE-ELECTRIC WELDED.

C. S. N. N. S. 10 48 6 M. C. 10 48 CARGO BATTENS NOT FITTED.

CROUVER VIERA-

Classed 10, 48. T. S. 8, 48. DF-202 27-1-1951-
3 WTR (SPT) 525 lbs.

ELECTRIC LIGHT

Sec. N. Ns 6241

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Foundation 3

NOTE-ELECTRIC WELDED,
CARGO BATTENS NOT FITTED,
CRUISER STERN-
DF-ESD-CYC-RADAR-
2 WTB (JPT) 525 LBS-
ELEC. LIGHT.
CL

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 & List of the Plans should be embodied.)

Plans showing vessel as originally built

Midship Section.

Main deck plating No. 3 hold

Steel Scantling Plan.

Inner bottom plating No. 3 hold

Framing Expansion and details.

Rudder.

Stern Frame.

Plans showing vessel as converted to a one deck self trimming collier. See Newport News Rept. for details of

Modified midship section

Scantling plan.

Cargo hatch covers on Fore. & Main Decks.

Transverse Bulkhead No. 72 and 76 to No. 78.

General Arrangement.

Modification to Tank top plating forward.

Modification to Bottom Shell forward.

Modification to 2nd Deck Plating and Beams

Modification to Main deck Plating & Beams. Ford for 70.

Modification to Tanktop plating, aft.

Modification to Main deck plating and beams on aft. for 95.

Modification to 1st Platform plating and beams

Modification to Fore. DR Plating and Beams.

Web frames. ford. fr. 78 etc.

Capacity Plan.

PARTICULARS OF ELECTRIC WELDING (if employed)

All connections throughout made with electric welding.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Electric welding, cruiser stern, gyro compass, echo sounding device, direction finder, Radar.

Cargo battens not fitted.

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 87.

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

Official No. 247479 Signal Letters A N M U Extreme Breadth over Belting — Over-all Length 455.3'

(Circ. 1611)

(Circ. 1703)

No. and Material of Decks One (1) dk. (stl)

Parts of Bottom of Vessel coated with ~~cement~~ approved composition Double bottom water tanks.

Particulars of composition (if fitted) and of approval Texaco Grease Paint

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, No. 6	81	354	Fore peak tank,	—	106
Double bottom, under Engines and Boilers, 19-37	35	178	After peak tank,	51	34
Double bottom, if under Engines only, No. 4	15	57	Deep tank, aft, No. 7	—	428
Double bottom, if under Boilers only,	—	—	Deep tank, forward, No. 7A forward 14-37	217.5	108
Double bottom, forward, No. 1, 2, 3, 37-78	123	180.5	Other tanks, if fitted,		
Total length (if continuous) and Capacity	288.0	923.46			

(If necessary, furnish further information by sketch.)

Order for Special Survey No.

Date

Dates of Surveys held while building

1948: Mar. 9; April 5, 12, 21; May 3, 26; June 18, July 15.

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