

Rpt. 1. RECEIVED

DISCLOSED

REC'D NEW YORK JUL 27 1949

STEEL STEAMER or MOTORSHIP

18 AUG 1949

24 AUG 1949

SECTION

State if Report has been sent on the Freeboard of the Vessel No

IN D.O. No. 782

State if Report is sent on the Machinery of the Vessel Yes

DISCLOSED

SECTION

No. 782

35744

Date of completion of report 30th June, 1949. Port of Baltimore, Maryland. No. 8911

Survey held at Baltimore, Maryland. Date First Survey 23rd July, 1948 Last Survey 10th June, 1949

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "JAHRA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling. State Type of Erections P. B. & F.

TONNAGE under 16209
Tonnage Deck...

CLASS * 100A1. C.P.B. State if with freeboard No
as condition of Class

Built at Sparrows Point, Maryland.

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 595

Launched 9th March, 1949. Yard No. 4467

Total 16209

Breadth (greatest moulded) B 84

Builders Bethlehem Sparrows Point Shipyard.

Gross Tonnage 17905

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 44

Owners Kupan Transport Co.,

Register Tonnage 11071

1st Longitudinal Number (L x D) 26180

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

2nd Numeral L x (B + D) 76160

Residence 11 Broadway, New York.

REGISTERED DIMENSIONS.

FEET.
Length 597.7
Breadth 84.4
Depth 44.2

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

Proportions—Depth to Length — Uppermost continuous deck to top of keel 13.52
Do. Long Bridge to top of keel

Draught Moulded 33-1 5/8

Port of Registry Monrovia

If surveyed while building, afloat, or in dry dock

While building

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	Longitudinal	See Rept. 1*	Bracket Floors, Frame	-	
" " from 3/8 length amidships to Collision bulkhead	32 to 24		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
DE FRAMING.			Centre Girder, depth and thickness amidships	60 .63	
Frame Amidships, Angle, [or]	See Rept. 1*		" " top Angles	C.G. welded to tank	
" " Extends up to	-		" " bottom Angles	Top and Keel	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	2 .50	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	Tank top level	
Depth of Framing Girder	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	
Angles in Uppermost Continuous 'tween Decks, Angle [or]	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
" Second 'tween Decks, Angle, [or]	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
" Third " " " "	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
from 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 and Inv. Angle A	9 4 21.5 lbs. 8 4 17.2		INNER BOTTOM PLATING. Machy. Space		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	E.W. connections		Breadth and thickness of Middle Line Strake	.65	
State if Frame Joggled	No		Thickness of remainder in middle	.65	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or 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?	-	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships	Longitudinal. See Rept. 1*	
Floors, Depth and thickness at mid-line in Holds	-		" " in Wells, Angle [or]	-	
Height of Brackets at side above base line at toe of frame	-		" " in way of Bridge, Angle, [or]	-	
Middle 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	-	
DOUBLE BOTTOM. In Machinery Space aft.			Poop Deck, Angle, and Inv. Angle	6 4 .38 7 4 .44	
Solid Floors, thickness and spacing	.50 24" - 32"		Spacing	Every frame	
" " Are Frame and Reversed Frame joggled?	E.W. connections		Bridge Deck, Angle, [or]	See Rept. 1*	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, and Inv. Angle	7 4 .38	
			Spacing	Every frame	

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.	Rpt.
PILLARS, No. of Rows.....					Stringer Plate, breadth and thickness in way of Bridge	-			
" in 'tween Decks, Size and Spacing.....					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..	-			
2 " Longitudinal " " "					If Sheathed, material and thickness.....	-			
Centre Line Bulkheads					Third Deck.	-			
Stiffeners and Spacing.....					Stringer Plate, breadth and thickness.....	-			
Plating, thickness of.....					If Plated, state thickness.....	-			
STRINGERS AND DECKS.					Fourth Deck.	-			
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	-			
Stringer Plate, breadth and thickness in Wells	82		1.125		If plated, state thickness.....	-			
" " " " in way of Bridge	82		1.36		Poop Deck.				
" Angle in Wells	8	8	1.125		Stringer Plate, breadth and thickness.....	80	.44		
Thickness of Plating abreast Deck openings in way of Wells			1.125		Plating, Sheathing, material and thickness.....	.34	No Sheathing		
Thickness of Plating abreast Deck openings in way of Bridge			1.125		Bridge Deck.		.50		
Thickness of Plating within line of openings..			1.125		Stringer Plate, breadth and thickness.....				
If Sheathed, material and thickness	No				Plating, Sheathing, material and thickness.....	.38	No Sheathing		
Second Deck.					Forecastle Deck.		.47		
Stringer Plate, breadth and thickness in Wells	-				Stringer Plate, breadth and thickness.....				
					Plating, Sheathing, material and thickness.....	.36	No Sheathing		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?.....No.....	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS	RIVETS.		STRAPPED 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 KEEL	55	1.125	1.125	1.125		Keel - A	EW	-	All				
“ DBLG. (if any)	-	-	-	-					Keel				
BOTTOM PLATING, No. of Strakes <u>ABCDE</u>	-	1.125	.62	.88		AB, BC, DE	EW	-	and				
BILGE PLATING, No. of Strakes <u>FG</u>	-	1.125	.62	.88		CD, - EF	Double	1 1/8	4 1/2				
SIDE PLATING, No. of Strakes <u>HJK</u>	-	.73	.62	.56	NO PLANS	FG	EW	-	Shell				
UPPER DECK, Sheer-strake in Wells <u>M</u>	87 1/2	1.20	.62	.52		GH-Double	1	3 3/4	Plating				
UPPER DECK, Sheer-strake in Bridge <u>M</u>	94 3/4	1.36	-	-		HJ-JK-KL	EW	-	Butts				
STRAKE BELOW Sheer-strake in Wells <u>L</u>	94	1.00	.52	.56		LM-Double	1 1/8	4 1/2	Flush				
STRAKE BELOW Sheer-strake in Bridge <u>L</u>	94	1.00	-	-		LM-Double	1 1/8	4 1/2					
POOP SIDE PLATING	-	.69	-	.47		KL	EW	-					
BRIDGE SIDE PLATING.....	-	.56	-	-		-	-	-	and				
FOREC'TLE SIDE PLATING	-	-	.44	-		Treble	1 1/8	4 1/2	Electric				
						Single	3/4	3 3/8					
						Treble and	1 1/8	4 1/2					
						Single	1 1/8	4 1/2	Welded.				
						Single	3/4	3 3/8					

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Plating Thickness.		STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
Extending to Upper Deck (Sec. 3 c).....		16 ✓					
" Deck next below.....		-					
As per Rule.....		-					
MIDSHIP BULKH'D, Upper tween decks		.50 ✓	Plating Fluted Vertically ✓	4 Horiz. Girders	48 x .50 ✓		
" " Second "	.44 ✓	Web at Centre Line	With Angle Face Bars	2 Upper	5 x 3 x .50 ✓		
" " Third "	.52 ✓	72 x 50 ✓	20 x 1.00 ✓	2 Lower	7 x 4 x .62 ✓		
" " Holds	.62	Face Plate	Decks and Girders				
COLLISION " (in Hold)	.50	Vertical	10 x 4 x	33	Decks		
AFTER PEAK "	.56	Fluted	33.6				
	.38						
	.58						

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Basic Open Hearth ✓

Steel Plates - Bethlehem Steel Co., Sparrows Point, Maryland.

Steel Sections - Bethlehem Steel Co., Bethlehem, Pa. and Lackawanna, N. Y.

Has the Steel been tested as required by the Rules?.....Yes ☒

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	Transverse End Brackets				
	In Ship.			In Ship.				Diam. Ins.	Spang. Ins.	Inches.	Number.	Diameter. Inches.
	Ins.	Ins.	lbs or	Ins.	Ins.	lbs						
ing of L, L or C												
es in Bridge 'tween Decks	7	4	.44	-	-	-						
es from Uppermost Continuous Deck No. 1	7	4	.44	6	4	14.3						
" 2	7	4	.44	6	4	14.3						
" 3	8	4	.44	7	4	15.8						
" 4	8	4	.44	7	4	15.8						
rom Channels	8	4	.44	7	4	15.8						
3 1/2 x 25.3 lbs	10	3 1/2	19.75	8	4	17.2						
"	10	3 1/2	19.75	8	4	17.2						
"	10	3 1/2	19.75	8	4	19.6						
4 x 28.5	10	4	21.35	10	3 1/2	19.75						
"	10	4	21.35	10	3 1/2	19.75						
3 1/2 x 30.9	12	3 1/2	24.5	10	4	21.35						
"	12	3 1/2	24.5	10	4	21.35						
" 32.9	12	3 1/2	24.5	10	4	21.35						
4 x 35.0	13	4	27.25	12	3 1/2	24.5						
"	13	4	27.25	12	3 1/2	26.5						
4 x 42.7	15	4	30.7	13	4	27.25						
Amidships 17	17	4	33.7	15	4	30.7						
30	18	4	35.3	-	-	-						
18 - 32												
Tank Top Longitudinals												
Bottom												
Amidships												
At Ends...												
Transverses.												
Depth and Thickness	21 - 24	x	.38	-								
Face Angles	5"	flange										
Lugs to Shell*	E.W.											
Depth and Thickness	37 - 46		.50									
Face Angles	6"	flange										
Lugs to Shell*	E.W.											
Depth and Thickness	57		.50									
Face Angles	6"	flange										
Lugs to Shell*	E.W.											
" " Back Bars	-											
Brackets	7 - 6 & 7 - 9 1/2											
10 feet												
Transverse Beams.												
Bridge Deck	5	3 1/2	.44	-								
Upper	7	4	.44	-								
Second	-	-	-									
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.

Estimated 78400

NT

See special endorsement 7/4/49

EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		TEST.	EX. STOCK.	TEST.	EX. STOCK.	TEST.	EX. STOCK.				
15763	1st Bower.....	1	6480	147	-	83.4	18 65 92	Baldt Stockless	Baldt	Phila. 29/12/49 R.K.	
15764	2nd "	1	6490	-	-	-	18 65 92	"	Anchor		
15765	3rd "	1	4150	126	-	76.8	17 22 56	"	Chain and	" " " "	
	Collective Weight.	4	7120	273	-	-	-	"	Forge		
15766	Stream	1	6145	55	-	10 33 76	5915 52.8	"	Division	" " "	

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 and Size per Table 53.	Length and Size per Table 53.
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
3862	330	2 1/16	1 1/8	1 1/8	144430	1200	330	2 1/16	C.S.	Baldt	Phila. 5/1/49	TOWLINE	140	2 1/16	327000	140	2 1/16		
			0	6	129000	W.I.			C Di-Lok	Anchor			3 @			3 @			
			2	4					S	Chain & Forge	J.K.H.	HAWSERS & WARPS	90	9	Mailla	90	9		
			8	0	252000								3 @			3 @			
			9	0									90	8		90	8		
			0	0	179000				D.										
on Stream Chain or Steel Wire	120	1 5/8	1 5/8	1 5/8	164000	-	120	1 5/8	6/37	Beth Steel	Williamsport								
					732000				Flow	Co.	1/2/49 JCS.								
									Steel										

steering Gear, Type (Power or hand) Power - Hyde Windlass Co., Alternative Means of Steering Wheel on Poop House

steering Chains (Size and Test) Telemotor and electric Windlass Hyde Windlass Co., Boats 4 - 37 Persons Steel Lifeboats

in Holds, thickness and material None Cargo Battens, thickness, material and spacing In dry cargo hold. 6" x 2". Wood, 9".

Hatchways.—(Upper Deck) Steel Plates - E.W.connections Thickness of Hatches Steel hatch covers

Hatchways No. 1 (Fwd.) 14'9"x 18' No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -

of Shifting Beams 30 - 4 feet dia. O.T. hatches to cargo tanks.

Builder's Signature J. A. Sparrows
BETHLEHEM-SPARROWS POINT
SHIPYARD, INC.
SPARROWS POINT, MD.

RAL 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 vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letters.

cantlings and arrangements are in accordance with, or equivalent to those shown on the approved plans.

The material and workmanship are to our satisfaction.

The vessel is intended to carry petroleum in bulk, the cargo oil tanks, the oil fuel tanks, cofferdams, peak c, deep tanks and double bottom tanks have been tested according to 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 dual classed and the freeboards have been assigned by the American Bureau of Shipping.

anged Fee

amount of Entry Fee \$ - : : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... \$ 2560.00 : Received by me, We are

Late Fee 20.00 : - 19. of opinion the Vessel should be Classed * 100A1

Travelling Expense, if any \$ 165.00 : - 19.

whether the Vessel has been built under Special Survey Yes

ificate to be sent to New York Office Date of issue 9/1/50

Signature J. A. Sparrows Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 27 1949

Character assigned + 100A1.

Carrying petroleum in bulk -

Fitted for oil fuel 6,49 F.P. above 150° F.

+ LMC-6,49

NOTE. PT. ELEC. WEAP.
LONG FRAMING
CRUISER STERN
MCHY. AFT.
D.F. ESD-CYC
RADAR
2 WTB (PRT) 67000
ELEC. LIGHT

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 List of the Plans should be embodied.)

Plans showing vessel as built.

Transverse Webs
Shell expansion (Amidships)
Upper deck plating (Amidships)

Trans. O.T. Bulkheads
O.T. Longtl. Bulkhead
Capacity Plan

Approved Plans:

Stern frame
Upper deck plating - midships
Upper deck plating - forward
Upper deck plating - aft
Shell expansion - midships
Shell expansion - forward
Shell expansion - aft
Trans. O.T. BHds.
O.T. Longtl. BHd
Vertical Keel & C.L. Deck Girder
Transverses
After Peak and Stern framing - Sheet 1
After Peak and Stern framing - Sheet 2
Floors and Girders - Forward deep tank

Rudder
Inner bottom plating
Bow framing
Second deck plating - forward
Bridge deck plating
Poop deck plating
Forecastle deck plating
Dry cargo hatch cover
Fore peak bulkhead
Poop front and Bridge ends
Electro - hydraulic steering gear

Copy of interim classification certificate.

After the trial trip the vessel was placed in dry dock and the entire shell plating from stem to stern and from keel to gunwale was sand blasted. Thereafter three coats of primer paint and one coat anti-corrosive paint applied by hand brushes and one coat anti-fouling by spray machines.

PARTICULARS OF ELECTRIC WELDING (if employed) Lincoln Fleetweld approved electrodes used.

All internals welded.
All shell and deck plating end butts welded.
Two bottom shell seams (p & s), two side shell seams (p & s) and one deck seam (p & s) welded.
Shell plating and deck plating seams part riveted and part welded.

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

Cruiser stern, Direction Finder, Echo Sounding Device, Gyro, Radar, Machinery aft Longitudinal framing,
Fitted for oil fuel. 649. 1506

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

1st Bower Head 12100, Shank 4380, R.K., BC 15763, 29/12/49
2nd " " 12110, " 4380, R.K., BC 15764, 29/12/49
3rd " " 10400, " 3750, R.K., BC 15765, 29/12/49

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 124 ft., R.Q.D. — ft., Bridge 39 ft., Forecastle 80

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

Official No. 106 Signal Letters E.L.A.K. Extreme Breadth over Belting — Over-all Length 624' - 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 Feed water double bottom tanks.

Particulars of composition (if fitted) and of approval No. 2 Metallic Brown 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,		—	Fore peak tank,		504
Double bottom, under Engines and Boilers,		—	After peak tank,		201
Double bottom, if under Engines only, Fr. 17 - 49	83	257	Deep tank, aft,		—
Double bottom, if under Boilers only,		—	Deep tank, forward,	44	1245
Double bottom, forward,		—	Other tanks, if fitted,		
Total length (if continuous) and Capacity		—	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 249

Date 21 April, 1948

Dates of Surveys held while building

1948. July, 23, 31; Aug. 9, 17, 20, 30; Sept. 8, 10, 27, 28, 29, 30; Oct. 1, 14, 18, 23, 28, 29;
Nov. 9, 22, 25; Dec. 2, 3, 17, 20, 21, 23.
1949. Jan. 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 19, 20, 22, 24, 25, 27, 28, 29, 31;
Feb. 1, 2, 3, 4, 8, 9, 11, 12, 15, 16, 18, 21, 23, 24; Mar. 3, 9, 11, 14, 16, 22;
Apr. 1, 5, 6, 7, 11, 12, 19, 26, 28; May, 5, 13, 23, 27; June, 1, 2, 6, 7, 8, 9, 10.
Total No. of Visits 86