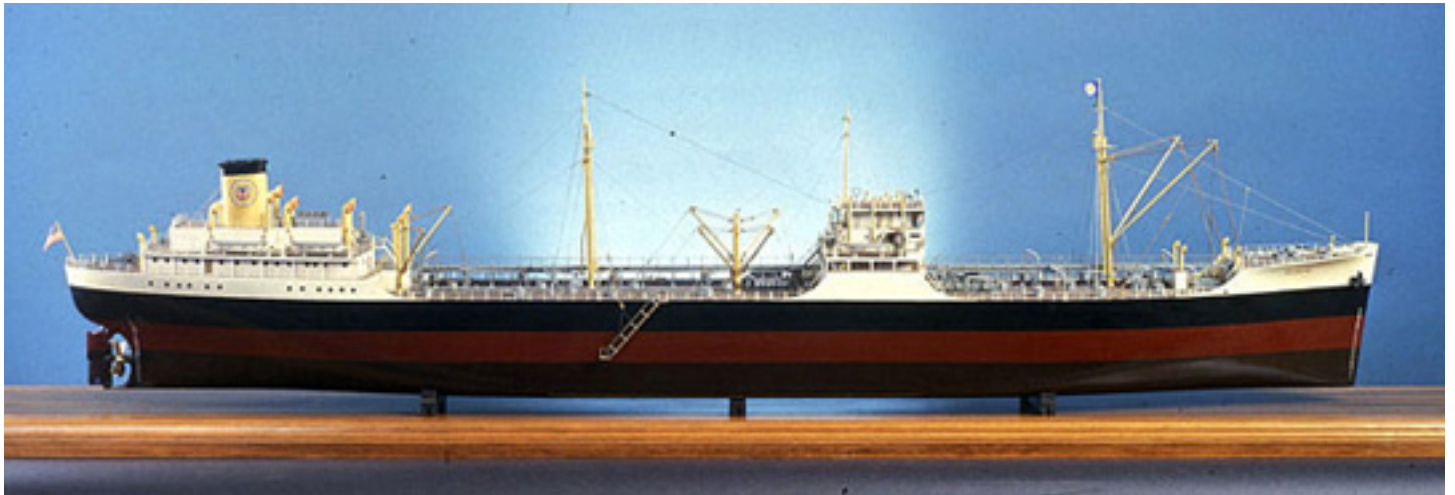




## T2 Tanker "Scotts Bluff"



### T2 Tanker Scotts Bluff

The S.S. Scotts Bluff T2-SE-A1 tanker was the 67th out of the 153 T2 tankers built at the Kaiser Company's Swan Island Shipyards in Portland, Oregon. The tanker was named after the historic Scotts Bluff National Monument, a landmark on the Oregon Trail. The Scotts Bluff was completed in June 1944 and launched on October 5, 1944. At the time, the Scotts Bluff was built in a record of 39 days.

### T2-SE-A1 Tankers

By the winter of 1940-1941, the Nazis controlled all of the coast of Europe. German aircraft and submarines seemed likely to strangle Britain by destroying its shipping. Though U.S. ships were forbidden to enter the combat area by the Neutrality Act of 1939, President Franklin Roosevelt wanted to aid Britain while simultaneously strengthening the defense of the Western Hemisphere. He announced his intention to create an emergency shipbuilding program by building 200 standard-type cargo ships, later known as "Liberty Ships". The T2 tanker, Scotts Bluff, was one of the 481 T2-SE-A1 tankers built at four different shipyards.

The T2 tanker was an oil tanker constructed and produced in large number in the United States during World War II. These were the largest "Navy Oilers" at the time and were constructed between 1940 and 1945. During that time, the average production time from "laying of the keel" to "fitting out" was 70 days.

Tankers were developed to carry liquid cargo: gasoline, oil, molasses. During WWII, American tankers made 6,500 voyages to carry 65 million tons of oil and gasoline from the U.S. and the Caribbean to war zones and to our Allies. They supplied 80% of the fuel used by bombers, tanks, jeeps and ships during the war.

### History

The following details the 24 year history of the SS Scotts Bluff T2 tanker:

- June 1944:** Built by the Kaiser Company, Swan Island Shipyard, Portland, Oregon as S.S. SCOTTS BLUFF #1924 for the U.S. War Shipping Administration.
- 1948:** Renamed ORCHER and sold to the French Government – Min. de la Marine Marchande (Cie. Navale des Petroles mgrs.) Le Havre, FR 1956 – Cie. Navale des Petroles, Le Havre.
- 1963:** Renamed PATRICK D and sold to Superior Shipping Co., Monrovia, Liberia (Northern Ships Agency, New York) LI 1798.
- 1968:** Renamed LAKE KATRINA, s/o (Trinity Shipping, Inc. New York – Robert Rosenthal).
- 07-19-1968:** Arrived in Kaohsiung, Taiwan and was broken up & scrapped.

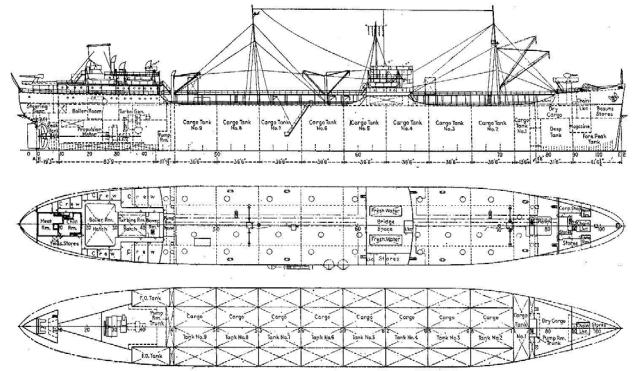
### Christening and Launch

Although no one in Portland knew it at the time, there were three Nebraskan's who witnessed the launching of the SS Scotts Bluff at the Henry J. Kaiser's Swan Island Shipyard. The witnesses were all from Scottsbluff. One was a welder (Russell Ballew) who worked on the vessel and the other (Ernest Eckhart) actually had the pleasure of riding it down the ways. Russel Ballew's wife also witnessed the launch. Because no Nebraskans were thought to be on hand, the vessel was christened on May 10, 1944, by Mrs. E. Ken Ward, wife of the hull materials superintendent.



## Statistics

LENGTH:	523 ½ ft
BEAM:	68 ft
KEEL TO MAIN DECK:	39 ft, 3 in
DEAD WEIGHT:	16,400 tons
GROSS TONAGE:	10,449 tons
HORSE POWER:	6,000
CARGO TANKS:	26
GALLONS:	5,928,650 gal.
CREW:	56 men
GUN CREW:	28 men
ENGINE:	2 steam turbines
SPEED:	15 knots (28 km/h)
RANGE:	12,600 miles

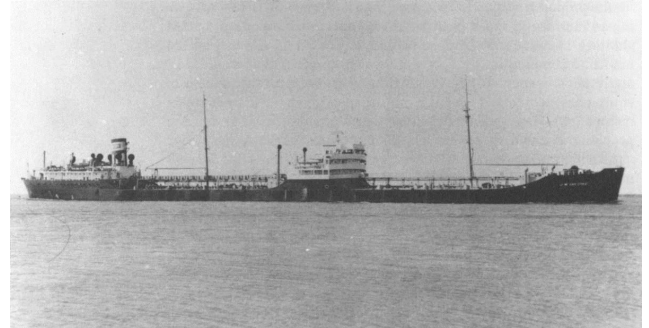


## Why it was named Scotts Bluff

The "T1" tanker fleet was named after major oil fields.

The "T2" tanker fleet was named after NPS Monument, Parks, Forts and Battlefields with such names as:

- Glacier
- Grand Teton
- Fort Laramie
- Scotts Bluff
- Kings Canyon
- Little Big Horn
- Gettysburg
- Bent's Fort
- Capital Reef



The "T3" tanker fleet was named after private companies.

## Keiser Co. Swan Island Shipyard



The SS Scotts Bluff was built at the Swan Island Shipyard, which was owned by the Kaiser Shipbuilding Company, a creation of American industrialist Henry J. Kaiser. Kaiser was known for developing new methods of ship building, which allowed his yards to out produce other similar facilities and build 1,490 ships, 27% of the total Maritime Commission construction. Kaiser's ships were completed in two-thirds the time and a quarter of the cost of the average of all other shipyards. Liberty ships were typically assembled in a little over two weeks.

## Job Well Done

This is a picture of the T2 Tanker Scotts Bluff taken in Brisbane, Australia in 1946 soon after World War II ended. She still had her gun tubs filled. She looks well worn.

