

Rpt. 1.

## STEEL STEAMER or MOTORSHIP.

Received at London Office 23 JUN 1930

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *29th May 1930* Port of *Philadelphia* No. *6112*Survey held at *Chester Pa.* Date First Survey *25 November 1929* Last Survey *17th May 1930*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel Single Screw Motorship "WESTERN SUN" (Machys apt)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Ironwork Hoop*TONNAGE under Tonnage Deck... *8521.42*CLASS *100 A.1*State if with freeboard as condition of Class *no*Built at *Chester Pa.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *8521.42*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 480.00*Launched *10th May 1930* Yard No. *123*Total *8521.42*Breadth (greatest moulded) *B 65.75*Builders *Am B. & C.*Gross Tonnage *9089.27*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.00*Owners *Motor Vesselship Corporation*Register Tonnage *5562*1st Longitudinal Number (L x D) *= 17760*

Managers

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

## REGISTERED DIMENSIONS.

FEET.

K. (8/25)

Length *480.6*Breadth *66.0*

Machys depth

*36.8*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.95*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.95*

Do. Long Bridge to top of keel

Draught Moulded

Residence *608 Walnut St Philadelphia*Port of Registry *Philadelphia*If surveyed while building, afloat, or in dry dock *yes*

## 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 <i>Longitudinal Framing</i>			Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>7rd 55 72 88 85 82 58</i>	<i>48 46 54 50 56 58</i>
Frame Amidships, Angle, [ or ]			" " top Angles	<i>4 3 4 3 4 3</i>	<i>56 56 56 56 56 56</i>
" " Extends up to			" " bottom Angles	<i>4 4 4 4 4 4</i>	<i>56 56 56 56 56 56</i>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>3 3 3 3 3 3</i>	<i>40 40 40 40 40 40</i>
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>Levd 56</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]			Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [ or ]			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle or [	<i>9 3 2 48</i>		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
State if Frame Joggled	<i>no</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			INNER BOTTOM PLATING.	<i>7rd 47 56 58 58 58 58</i>	<i>46 100 42 52</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake		
SINGLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line in Holds			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?	<i>yes</i>	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles			Uppermost Continuous Deck, amidships in Wells, Angle, E or [	<i>8 3 2 46</i>	
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, [ or [		
" " Foundation Plate on Floors			Spacing	<i>24</i>	
" " Flat Plate Keel Angles	<i>4 4 62</i>		Second Deck, amidships, Angle, E or [	<i>9 3 2 44</i>	
Side Keelsons, No. each side			Spacing	<i>24</i>	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [ or [		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [ or [		
Solid Floors, thickness and spacing	<i>7rd 44 50 24 3 30</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Poop Deck, Angle, E or F	<i>5 3 378</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>26 3</i>	
" " breadth and thickness at margin plate			Bridge Deck, Angle, [ or [		
			Spacing		
			Forecastle Deck, Angle, E or [	<i>8 3 2 46</i>	
			Spacing	<i>24 x 26 3</i>	



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## SHELL PLATING.

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

STEEL.

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

Has the Steel been tested as required by the Rules?

Yes by a.B.S.



EQUIPMENT No. 50326				LETTER 219		ANCHORS.		
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 Superintendent.
12458	1st Bower ...	10640	10640	1463824	9576	Balut	Balut	Chester 2.12.29
12456	2nd "	10400	10400	142642	9576	do	do	do 16.12.29
12454	3rd "	9150	9150	132960	8232	do	do	do 16.12.29
	Collective weight.	30190	30190	72912	27384	do	do	do 16.12.29
12452	Stream .....	3900	3900	72912	3500	do	do	do 16.12.29

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.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Inch.	Tons.	Tons.	Owts. qrs. lbs.	Owts. lbs.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
2347	300	2 9/16	26400	26400	117860	989	300	2 9/16	detachable	Deestaco Co	Chester 2. 10. 12. 29 } L. Norwood's }	TOWLINE...  HAWSERS & WARPS }	130	6	92.1	130	6
2355	20	detachable	links	1640	-	-	-	-	do	do	Chester 2. 20. 12. 29 } L. Norwood's }		2x100	8	manila	2x100	8
													2x100	8	do	2x100	8
		Cir.						Cir.				"					
Iron Stream Chain or Steel Wire	120	5 1/4	71.2	✓			120	5 1/4	Swire								
	Steel Price Hawsers Certified by Masters - William and Mrs. Brown																

Steering Gear, Steam *Hydro Electric (Amer. Engineering Co.)* Steering Gear, Hand *Sum B.B. & Co.*

Boats *4 lifeboats (22) 1 Motor Boat (11)* Steering Chains, Size and Test *-* Windlass *Hydro Electric*

Ceiling in Holds, thickness and material *-* Cargo Battsens, thickness, material and spacing *-*

Cargo Hatchways.-(Upper Deck) *Steel Plate Tanker* Thickness of Hatches *Steel Covers*

Size of No. 1 Hatchway (Forward) *8'-0" x 10'-0"* No. 2 *6'-0" x 4'-0"* No. 3 *6'-0" x 4'-0"* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *None*

Builder's Signature *John W. Sheldon* Naval Architect

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built in accordance with the Rules of this Society and Plans as approved and is of the bracketless type of longitudinal framing and is intended for the carriage of Petroleum in bulk, and is fitted for burning of oil fuel of flash point not above 150°F. The Cargo Oil Tanks, Cofferdams, Oil Fuel Tanks, Double Bottom, Forepeak and afterpeak Tanks have been tested as per Rules, and found satisfactory. All weather decks, except in way of oil tanks, have been tested by hose and found satisfactory.*

*The vessel is fitted with wireless telegraph apparatus.*

*The workmanship is good throughout.*

*Plans of midship section & general arrangement; also copy of various Certificates are forwarded herewith.*

*The vessel is a duplicate of the M/S 'CHESTER SUN', Hull No. 6061*

*The vessel is fitted with a system for filling the space in the tanks above the oil cargo with CO<sub>2</sub> gas to prevent fire and/or explosion. (Checked from Chester Sun)*

The amount of Entry Fee ..... \$ 55.00

Special Survey Fee.... \$ 2345.00 (as arranged)

Travelling Expenses, if any \$ 12.35.00 N.Y. \$ 20.00

Fees applied for, 29th May 1930

Received by me, 28.6.1930

I am of opinion the Vessel should be Classed *+100 A1* Carrying petroleum in bulk.

Signature *Marked & L. No. 100* Surveyor to Lloyd's Register of Shipping.

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

H.M. Certificate to be sent to *Philadelphia* Date of issue *1/7/30*

Committee's Minute *NEW YORK JUN 11 1930*

Character assigned *+100 A1*

*Carrying Petroleum in bulk*

*+ L MC. 5-30*

Note - Longitudinal framing

Wireless, Elec. light

Machinery aft.

Lloyds A.C.P. Equip. Ltr et

Oil Engine, C.L.,

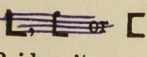
2 W.T.D.B. Steam Pressure

217 lbs & 200 lbs

Lloyd's Register Foundation



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			Forward END.			Aft END.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of  .....	-	-	-	-	-	-	-	-	-	-	-	
Frames in Bridge 'tween Decks ...	-	-	-	-	-	-	-	-	-	-	-	
Frames from Uppermost Continuous Deck	-	-	-	-	-	-	-	-	-	-	-	
No. 1	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	6	3 1/2	375
" 2	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	6	3 1/2	375
" 3	10	3 1/2	375	8	3 1/2	375	10	3 1/2	375	1	6	4 1/2
" 4	10	3 1/2	375	8	3 1/2	375	10	3 1/2	375	1	6	4 1/2
" 5	12	3 1/2	445	10	3 1/2	375	12	3 1/2	445	8	3 1/2	375
" 6	12	3 1/2	445	10	3 1/2	375	12	3 1/2	445	8	3 1/2	375
" 7	12	3 1/2	445	10	3 1/2	375	12	3 1/2	445	8	3 1/2	375
" 8	12	3 1/2	445	10	3 1/2	375	12	3 1/2	445	8	3 1/2	375
" 9	15	3 1/2	440	12	3 1/2	445	15	3 1/2	440	10	3 1/2	375
" 10	15	3 1/2	440	12	3 1/2	445	15	3 1/2	440	10	3 1/2	375
" 11	15	3 1/2	440	12	3 1/2	445	15	3 1/2	440	10	3 1/2	375
" 12	15	3 1/2	440	12	3 1/2	445	15	3 1/2	440	10	3 1/2	375
" 13	15	3 1/2	440	12	3 1/2	445	15	3 1/2	440	10	3 1/2	375
" 14	18	4	445	15	3 1/2	440	18	4	445	15	3 1/2	440
" 15	18	4	445	15	3 1/2	440	18	4	445	15	3 1/2	440
" 16	18	4	445	15	3 1/2	440	18	4	445	15	3 1/2	440
Spacing of Longitudinal Frames	-	30	-	-	30	-	-	30	-	-	30	-
Double Bottoms	-	-	-	-	-	-	-	-	-	-	-	-
Tank Top Longitudinals	-	-	-	-	-	-	-	-	-	-	-	-
Bottom	-	-	-	-	-	-	-	-	-	-	-	-
Spacing of Longitudinals	-	-	-	-	-	-	-	-	-	-	-	-
Transverses.	-	-	-	-	-	-	-	-	-	-	-	-
In Bridge 'tween Decks	-	-	-	-	-	-	-	-	-	-	-	-
Depth and Thickness	-	-	-	-	-	-	-	-	-	-	-	-
Face Angles	-	-	-	-	-	-	-	-	-	-	-	-
Lugs to Shell*	-	-	-	-	-	-	-	-	-	-	-	-
In Awning, Shelter or Upper 'tween Decks.	-	-	-	-	-	-	-	-	-	-	-	-
Depth and Thickness	-	-	-	-	-	-	-	-	-	-	-	-
Face Angles	-	-	-	-	-	-	-	-	-	-	-	-
Lugs to Shell*	-	-	-	-	-	-	-	-	-	-	-	-
In Hold.	-	-	-	-	-	-	-	-	-	-	-	-
Depth and Thickness	-	-	-	-	-	-	-	-	-	-	-	-
Face Angles	-	-	-	-	-	-	-	-	-	-	-	-
Lugs to Shell*	-	-	-	-	-	-	-	-	-	-	-	-
Spacing of Transverse Frames	-	-	-	-	-	-	-	-	-	-	-	-
* State if joggled or liners.	-	-	-	-	-	-	-	-	-	-	-	-
Longitudinal Beams of	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Deck ...	-	-	-	-	-	-	-	-	-	-	-	-
Awg. or Shltr. Dk.	-	-	-	-	-	-	-	-	-	-	-	-
Upper	7	3 1/2	35	6	3 1/2	34	7	3 1/2	35	6	3 1/2	37
Second	10	3 1/2	37	6	3 1/2	34	10	3 1/2	37	6	3 1/2	34
Third	-	-	-	-	-	-	-	-	-	-	-	-
Transverse Beams.	-	-	-	-	-	-	-	-	-	-	-	-
Plate.	-	-	-	-	-	-	-	-	-	-	-	-
Angles.	-	-	-	-	-	-	-	-	-	-	-	-
As approved.	-	-	-	-	-	-	-	-	-	-	-	-
Plate.	-	-	-	-	-	-	-	-	-	-	-	-
Angles.	-	-	-	-	-	-	-	-	-	-	-	-

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.

5e, 317.-T.

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.

3rd

7150

L.V.

12454

16.12.29.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 78.6 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 48.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks sd + shel frames Longitudinal framing

Official No. 229687

Signal Letters

MHTK

Radio Call KGOG

Is bottom of Vessel coated with cement? Yes. Tanks only if not give

particulars of composition ✓

## PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	76	360	After peak tank,	24	186.4
Double bottom, if under Engines only,			Deep tank, aft,	16	84.4
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	40	127.5	Other tanks, if fitted,		
Total capacity of double bottom		487.5	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 469

Date

14 October 1929

Dates of Surveys held while building

1929. Nov 25. 27. 30 Dec. 2. 5. 10. 17. 26 1930 Jan 6. 14. 16. 20. 29 Feb. 3. 6. 10. 13. 17. 21. 25. 27. March 4. 11. 13. 14. 15. 17. 19. 21. 23. 24. 25. 28. April 1. 4. 7. 8. 9. 11. 12. 15. 17. 19. 22. 23. 24. 28. 29. 30 May 1. 2. 7. 8. 9. 10. 13. 14. 16. 17.

Lloyd's Register Foundation

Total No. of Visits 59