

STEEL STEAMER or MOTORSHIP.

Received at London Office 4 APR 1942

State of Report has been sent on the Freeboard of the Vessel *no*State of Report is sent on the Machinery of the Vessel *yes*Date of completion of report *Feb 4 1942.*Port of *New York*No. *42143*Survey held at *Keany n.p. n.s.a.*Date First Survey *June 25 1941*Last Survey *Jan 26 1942.*

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

*Steel Single Screw Steamer "E-W. SINCLAIR"**machinery aft.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

State Type of Erections *Pop Bridge Poles.*

TONNAGE under Tonnage Deck...

*9820.61*CLASS *100 A1.*

State if with freeboard

*no*Built at *Keany n.p. n.s.a.*

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 305-0*Launched *Dec 6 1941.*Yard No. *192*

Total

Breadth (greatest moulded)

*B 72-0*Builders *Federal Shipbuilding Co.*

Gross Tonnage

10997.7

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*Owners *Sinclair Refining Co.*

Register Tonnage

*6498*1st Longitudinal Number (L x D) = *19190*

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) = *55550*

Residence

REGISTERED DIMENSIONS. FEET.

Length

308-2

Breadth

72-1

Depth

38-0

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded

Port of Registry *Wilmington, Del.*

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.
LONGITUDINAL FRAMING			Bracket Floors, Frame		
FRAMES, Spacing amidships			" " Reversed Frame		
" " from 1/2 length amidships to Collision bulkhead			" " Vertical Struts		
" " in peaks	<i>24</i>		Centre Girder, depth and thickness amidships	<i>54 x 56-1/8</i>	
SIDE FRAMING.			" " top Angles	<i>welded</i>	
Frame Amidships, Angle, [or]			" " bottom Angles		
" " Extends up to			Side Girders, No. each side and thickness	<i>4 @ 32 x 46</i>	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	<i>TRANSVERSE PLATES 58</i>	
" " Extends up to			" " Vertical Angle to Tank side		
Depth of Framing Girder			" " Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or]			" " Bracket from forward 1/2 len. from stem to Panting Area		
" " Third " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " from 1/2 len. for'd. to 15% len. from Stem	<i>8 3 1/2 x 46</i>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " in Peaks, Angle or [	<i>10 3 1/2 x 22-1/2</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	<i>Plating 58</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>		Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>		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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships 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 Intercostal 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 Intercostal Plate			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM. <i>Engine Room only</i>			Poop Deck, Angle, [or]	<i>6 3 1/2 x 38</i>	
Solid Floors, thickness and spacing	<i>46 x 52 @ 30</i>		Spacing	<i>30 6 24</i>	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Bridge Deck, Angle, [or]	<i>6 4 7/16</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>28 x 20</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or]	<i>6 3 1/2 x 38</i>	
			Spacing	<i>27 1/2 x 24</i>	

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	✓				✓		
Thickness of Plating abreast Deck openings in way of Wells	✓				✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓				✓		
Thickness of Plating within line of openings...	✓				✓		
If Sheathed, material and thickness	✓				✓		
Third Deck.							
Stringer Plate, breadth and thickness.....	✓				✓		
If Plated, state thickness.....	✓				✓		
Fourth Deck.							
Stringer Plate, breadth and thickness.....	✓				✓		
If Plated, state thickness	✓				✓		
Poop Deck.							
Stringer Plate, breadth and thickness	✓				✓		
Plating, Sheathing, material and thickness ...	✓				✓		
Bridge Deck.							
Stringer Plate, breadth and thickness.....	✓				✓		
Plating, Sheathing, material and thickness ...	✓				✓		
Forecastle Deck.							
Stringer Plate, breadth and thickness.....	✓				✓		
Plating, Sheathing, material and thickness ...	✓				✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.				Diam. Inches.		Spacing cr. to cr. Inches.	Diam. Inches.		Spacing cr. to cr. Inches.
FLAT PLATE KEEL	84	.88	.88	.88		Double	1	4				
„ DBLG. (if any)		✓				✓						
BOTTOM PLATING, No. of Strakes <i>F.H.B.</i>.....		.82	.70	.62 to .66	<i>approved .54 at bulk</i>	Double	1	4				
BILGE PLATING, No. of Strakes <i>ONE</i>.....		.82	.58	.66	<i>Ditto</i>	„	1	4				
SIDE PLATING, No. of Strakes <i>THREE</i>.....		.66	.50	.54		Three	7/8"	3 1/2	<i>Butt welded</i>			
UPPER DECK, Sheer-strake in Wells.....	78	1.00	.50	.50		Double	1	4				
UPPER DECK, Sheer-strake in Bridge	78	1.20			<i>at head of Bilge and bulk</i>				<i>throughout</i>			
STRAKE BELOW Sheer-strake in Wells.....	78	.84	.50	.56		Three	7/8	3 1/2				
STRAKE BELOW Sheer-strake in Bridge												
POOP SIDE PLATING .....				.68 - .62	<i>(.70 at bulk)</i>	Single	7/8 - 3/4	3 1/2 - 3				
BRIDGE SIDE PLATING ...		.60 x .114				No beam						
FOREC'TLE SIDE PLATING			.44			Single	3/4	3				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	Fifteen
Extending to Upper Deck (Sec. 3 c)	Fifteen
Deck next below	✓
As per Rule	As Approved.

FORGINGS and CASTINGS.




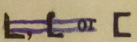

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME { Propeller Post				
{ Rudder „				
Speed of Vessel				
RUDDER—Type				
„ A x D				
„ Diam. of head				
„ Mainpiece at top pintle				
„ „ heel ...				
„ how constructed				
„ double or single plate coupling, vertical or horizontal				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second					
„ „ T ^{HE} CENTRE	.54	60 x .46	one	14 x 4 1/2 x .46	30
„ „ Holds	.54	60 x .46	one	7 x 4 x .44	36
COLLISION „ (in Hold) .....	.44	6 x 4 x .44	24	8 x 4 x .44	36
AFTER PEAK „ „ .....	.50	13 x 4 x .44	31	Flat	one

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	U.S. Steel Co and Penn Steel Casting Co
	Has the Steel been tested as required by the Rules? yes.

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIP'S.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.	
Framing of 														
Frames in Bridge 'tween Decks ...		<i>Transverses</i>												
Frames from Uppermost Continuous Deck No. 1		8	3 1/2	22.8	7	3 1/2	19.1		7/8"	5 1/2	4" for 5 rivets			
" 2		8	3 1/2	22.8	8	3 1/2	21.4		"	"	"			
" 3		10	3 1/2	23.6	10	3 1/2	21.4		"	"	"			
" 4		10	3 1/2	23.6	10	3 1/2	23.6		"	"	"			
" 5		10	3 1/2	24.9	10	3 1/2	23.6		"	"	"			
" 6		10	3 1/2	28.3	10	3 1/2	26.6		"	"	"			
" 7		12	3 1/2	30.9	12	3 1/2	26.6		"	"	4 for 12 rivets			
" 8		12	3 1/2	30.9	12	3 1/2	28.3		"	"	"			
" 9		12	3 1/2	32.9	12	3 1/2	30.9		"	"	"			
" 10		15	3 1/2	33.9	15	3 1/2	30.9		"	"	"			
" 11		15	3 1/2	33.9	15	3 1/2	30.9		"	"	3/8 for 12 rivets			
" 12		15	3 1/2	33.9	15	3 1/2	30.9		"	"	"			
" 13		15	3 1/2	40.0	15	3 1/2	32.9		"	"	"			
" 14		17	5	44	17	5	44		"	"	welded to shell			
" 15		18	5	46	18	5	46		"	"	"			
" 16		19	5	50	19	5	50		"	"	"			
Spacing of Longitudinal Frames		Amidships 30"			At Ends 30"									
Double Bottoms  or 		Tank Top Longitudinals												
		Bottom												
Spacing of Longitudinals		Amidships			At Ends...									
Transverses.														
Side (in 'tween Decks)		Depth and Thickness												
		Face Angles												
		Lugs to Shell*												
Side (in Hold)		Depth and Thickness												
		Face Angles												
		Lugs to Shell*												
Bottom		Depth and Thickness												
		Face Angles												
		Lugs to Shell*												
		" " Back Bars												
		Brackets												
Spacing of Transverse Frames		11.9			9.4"									
		State if jogged or liners.			A 10' 0" - 9.0									
Longitudinal Beams of  or 		Bridge Deck												
		Upper												
		Second												
		Third												
		Spacing.												
		30" - 3 1/2"												
		28 x 14 Flange 5" 28.44 Flange 5"												

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.

lm.237. T.

MADE IN ENGLAND.

Character assigned +100A1

NOTE—LONG FRAMING

0151 2/3

EQUIPMENT No. 57500

LETTER

ANCHORS. 4

Number of Certificate	Anchor	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT RECORDED BY TABLE 53	Description of Anchor	Makers	Where and when tested and Superintendent
13780	1st Bower	12350		161952	12005	Stockless	Baldr	Chester Pa
13781	2nd "	12350		161952	12005	"	"	April 22/1941
13782	3rd "	10500		145936	10220	"	"	J. Fur.
	Collective weight	35200			34230			
13783	Stream	4400		80080	4305 lb.	Stockless	Baldr	" " "

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, Diam.		
1464	300 2 1/16"		125625 122100	300 2 1/16"	Shel Casting 6	National Machine Cleveland O.	12-4-1940	TOWLINE	140 2"	20000	140 2 1/16"
								HAWSERS & WARPS	60 9"	20100	60 9"
Iron Stream Chain or Steel Wire	105 1 9/16"										

Steering Gear, Type (Power or hand) Electric hydraulic Hydraulic Alternative Means of Steering Racks and tackle.

Steering Chains (Size and Test) None Windlass By Lidgwood & Co. Boats 4 Steel Lifeboats.

Ceiling in Holds, thickness and material None Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Upper Deck) Steel plates and angles. Thickness of Hatches 7/16" Steel.

Size of Hatchways No. 1 (Fwd.) 9'4" x 7'0" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters None. Steel covers stiffened as approved.

Builder's Signature

James C. Hodge.

Federal Shipbuilding and Dry Dock Company, Kearny, N. J.

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

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 accordance with the rules approved plans and official letters received.

The workmanship is good throughout.

The vessel is intended to carry petroleum in bulk, the oil tanks, oil fuel fuel tanks, Cofferdams, peak, dwp tank and double bottom tanks, have been tested in accordance with the rules & found satisfactory.

The chain cables and anchors were tested to our requirements.

Vessel is fitted for oil fuel Flash Point above 150°F.

A steam smothering system is fitted to all tanks.

Copy of Interior Certificate is attached herewith.

The amount of Entry Fee \$ 60 :

Fees applied for,

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

Special Survey Fee.... \$ 3455 :

Received by me,

Travelling Expenses, if any \$:

I am of opinion the Vessel should be Classed

Carrying Petroleum in Bulk Longitudinal Framing.

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to New York

Date of issue 15/5/42.

Committee's Minute

Character assigned +100A1

Carrying Petroleum in Bulk
with 1,425 P. at 150°F.
+ LMC-1, 42

NOTE - LONG FRAMING
PART. ELEC. WELDED
MACH. AFT. A & CP.
D.F. E.P.D.
2 WTB (C&S) 125 lbs.
Elec. Light CL

Lloyd's Register Foundation

01513/3

Midship Section (as built) Forwarded,
Midship Section
Profile and deck.

Rudder.
Stern frame and rudder post.
Inner bottom plating aft.
Forecastle, Bridge & poop deck plating.
U.D. plating & shell expansion.
Typical O.T. transverse frames
Flooring & cladding decks beneath.

All sections of stern frame & rudder post.
Rudder castings.

The approved plans have been retained for dealing with
sister ship.

PARTICULARS OF ELECTRIC WELDING (if employed)

Bulkheads welded in large panels, assembled on shipways and hand welded thereafter.
Parts of the double bottom in machinery space were welded in ship except shell plating
there to.
Approved electrodes (Eli weld) were used for all hand operated welding & approved
Union belt welding process used in way of all large panel assembly.

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

Carrying Petroleum in Bulk, Longitudinal Framing Fitted for oil Free T.P. above 150°F. Machinery Aft.
Detection Finder, Echo sounding device, part electrically welded. Slays ATCP. Length over 526.84.

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

1st Bower	9200	J.F.M.	13780	April 22-1941
2nd "	9200	J.F.M.	13781	Auto
3rd "	7525	J.F.M.	13782	Auto

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.0 ft., R.Q.D. ✓ ft., Bridge 38.5 ft., Forecastle 40.16 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 24241281 Signal Letters Extreme Breadth over Belting ✓ Over-all Length 526.84.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 AK Steel

Parts of Bottom of Vessel coated with cement or approved composition Pecks only.

Particulars of composition (if fitted) and of approval R Cement.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	32.0	264.6
Double bottom, under Engines and Boilers,	76.5	143.6	After peak tank,	40.0	213.2
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	46.5	302.8
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	79.1	143.6	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 216

Date 31 MAY 1940

Dates of Surveys
held while building

1940 June 2-12, 14-16-19-23-25- July 7-8-9-11-14-15-21-22-24-25-28-29-31
Aug. 1-4-5-6-26 Sept 2-3-9-10, 16-19-20, 24-25, 27-28 Oct. 4-7-13-14
16-18-20, 21-23-24 Nov. 3, 15-24-28-29 Dec. 1-3-4-8-13-19
22-23, Jan 1942, 1-3-5-8-10-12-19-21-26.

Total No. of Visits 68