Rpt. 1 WRECK SECTION No. 40311

STEEL STEAMER or MOTORSHIP.

RETAIN

WRECK SECTION No.

Received at London Office MAY 10 1937

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 15th April 1937 Port of PHILADELPHIA: PA. No. 7272

Survey held at CHESTER: PA: Date First Survey 24th February 1936, Last Survey 30th March, 1937.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V: "TEXAS: SUN." SINGLE: SCREW: MACHINERY. AFT:

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL. SCANTLING: State Type of Erections POOP: BRIDGE & FCLE.

TONNAGE under Tonnage Deck

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

Register Tonnage

FINAL FIGURES NOT AVAILABLE

REGISTERED DIMENSIONS. FEET.

Length 515·6.

Breadth 66.

Depth 36·8.

OVERALL. 533·25: ✓

CLASS ✠ 100.A1. CARRYING: PETROLEUM. IN. BULK. State if with freeboard as condition of Class NO.

FEET.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 510'-11"

Breadth (greatest moulded) B 65'-9" ✓

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'-0" ✓

1st Longitudinal Number (L × D) = 18,903.

2nd Numeral L × (B + D) = 52,496.

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.809

Do. Long Bridge to top of keel 11.354

Draught Moulded 29'-6 5/8"

Built at CHESTER. PA: U.S.A.

Launched MARCH. 1937. Yard No. 159.

Builders SUN: SHIPBUILDING & DRYDOCK. Co:

Owners SUN. OIL: Co:

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

Residence ✓

Port of Registry PHILADELPHIA: PA:

If surveyed while building, afloat, or in dry dock BUILDING: & AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	✓	
,, ,, from 3/5 length to Collision bulkhead	✓	
,, ,, in peaks	24" ✓	
SIDE FRAMING.		
Frame Amidships, Angle, [or [	✓	
,, ,, Extends up to	✓	
Reversed Frame Amidships, Angle	✓	
,, ,, Extends up to	✓	
Depth of Framing Girder	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓	
,, ,, **Second 'tween Decks,** Angle, [or [	✓	
,, ,, **Third** ,, ,, ,, ,,	✓	
Framing in Peaks, ~~Angle or~~ [	9" × 3½" × ·44"	also see plans.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓	
State if Frame Joggled	NO: JOGGLE: ✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	STR.-42×44 ✓ SHELL. LUGS-6×6×·44 ✓ PANTING. BEAMS. ON ALT. FRAMES. [10×3½×·60 ✓	also see plans
STRENGTHENING OF BOTTOM FORWARD. State Particulars	4. STRAKES. NEXT. TO. KEEL 2 @ ·75 } 2 @ ·83 } ✓ TO. COLLISION. BHD. BACK BARS FITTED TO. LONGTL. IN TANK No. 1 TO. PUMP. RM. FORWARD. ✓	
SINGLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds (CENTRE TANK. / WING. TANK.)	76" × ·50 WEB. FRAME. FLOORS ✓ 64" × ·48 ✓ " " " " PEAK FLRS - ·46 ✓ (VARIES 62" TO 111)	
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, [or [	(L-6" × 3½" × ·44" FACE. ANGLE. WEB. PLATE. -·63 75 × ·44. L^s TO. SHELL. DBL. 4×4×·625. ✓ INTERCOSTAL. BETWEEN. FRAMES) } IN TANK. SPACE:	
,, ,, ,, Through Plate or Intercostal Plate	(℄ BHD. IN. RES: FUEL. OIL. TANK.) IN. F.P. TANK - 54" × ·46" INTL.)	
,, ,, ,, Foundation Plate on Floors		
,, ,, ,, Flat Plate Keel Angles	4" × 4" × ·62. DBL. IN TANK. SPACE: 4" × 4" × ·56 DBL - F.P. TANK. ✓	
Side Keelsons, No. each side	✓	
,, ,, thickness of Intercostal Plate	✓	
,, ,, Angles	✓	
DOUBLE BOTTOM. IN: ENGINE. SPACE:	W.T: FLOORS: ·53"	✓ also see plans
Solid Floors, thickness and spacing	87¼" × ·50" SPACED 25" TO. 30".	
,, ,, Are Frame and Reversed Frame joggled?	NO:	
Bracket Floors, breadth and thickness at middle line	✓	
,, ,, breadth and thickness at margin plate	✓	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame	✓	
,, ,, Reversed Frame	✓	
,, ,, Vertical Struts	✓	
Centre Girder, depth and thickness amidships	87¼" × ·54" IN. ENG. SPACE. ✓	
,, ,, top Angles	4" × 3½" × ·56"	✓
,, ,, bottom Angles DBL:	4" × 4" × ·62	✓
Side Girders, No. each side and thickness IN: ENG. SPACE:	3. GIRDERS. —	2 @ ·50" ✓ 1 @ ·48" ✓ appd. ·46
Margin Plate depth (excl. of flange) and thickness	✓	
,, ,, Vertical Angle to Tank side Bracket abaft ¼ len. from stem	✓	
,, ,, Vertical Angle to Tank side Bracket forward ¼ len. from stem	✓	
,, ,, Gussets, spacing and scantling abaft ¼ len. from stem	✓	
,, ,, Gussets, spacing and scantling forward ¼ len. from stem	✓	
Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
INNER BOTTOM PLATING. IN. ENG. SPACE.		
Breadth and thickness of Middle Line Strake	56" × 1·125"	
Thickness of remainder 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?	SEAMS. & BUTT. ✓ 1·125" TO ·56. BUTT. WELDED:	
BEAMS.		
Uppermost Continuous Deck, amidships in Wells, Angle, [or [	SEE. LONGITUDINAL. FRAMING: REPT. 1*	
,, ,, in way of Bridge, Angle, [or [		
Spacing		
Second Deck, amidships, Angle, [or [		
Spacing		
Third Deck, amidships, Angle, [or [		
Spacing		
Fourth Deck, amidships, Angle, [or [		
Spacing		
Poop Deck, Angle, ~~[or [~~	6" × 3½" × ·375"	✓ LONGITUDINAL. FRAMING:
Spacing	30" TO 36"	✓
Bridge Deck, ~~Angle,~~ [~~or [~~	6" × 3½" × ·34"	✓ LONGL. FRAMING.
Spacing	34" TO 41"	✓
Forecastle Deck, ~~Angle,~~ [~~or [~~	6" × 3½" × ·34"	✓ LONGL. FRAMING.
Spacing	28" TO 31¾"	✓

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PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	℄ GIRDER: & TRANSV., WEB. FRAMES SUPPORTED. BY. O.T. LONGᵀᴸ BHDˢ 17'-9½" OFF. ℄: ✓	
„ in 'tween Decks, Size and Spacing		
„ „ „ „ „		
„ in Holds „ „		
„ „ „ „ „		
Centre Line Bulkhead. Stiffeners and Spacing		
Plating, thickness of		
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	·88" × 78 7/16" ✓ TO.	·46" AT. ENDS. ✓
„ „ „ „ in way of Bridge	·88" × 78 7/16 & DBLR ✓	·58" × 64" ✓
„ Angle in Wells	6" × 6" × ·873" ✓	TO. 3½" × 3½" × ·44. ✓ AT. ENDS.
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	✓ ✓	
Second Deck. Stringer Plate, breadth and thickness in Wells	24" × ·44 TO 42. AFT. OF ✓ 41" × ·44" FWD.	TANK. SPACE. OF. TANK. SPACE:

	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.**~~ BOILER: FLAT. Stringer Plate, breadth and thickness	36" × ·50 ✓	
If Plated, state thickness	·50 ✓	
Fourth Deck. Stringer Plate, breadth and thickness	✓	
If Plated, state thickness	✓	
Poop Deck. Stringer Plate, breadth and thickness	·44" TO ·40."	✓
Plating, Sheathing, material and thickness	PLATING. ·30."	✓
Bridge Deck. Stringer Plate, breadth and thickness	63" × ·44." ✓	
Plating, Sheathing, material and thickness	PLATING: ·36" ✓	
Forecastle Deck. Stringer Plate, breadth and thickness	NONE:	
Plating, Sheathing, material and thickness	·38" THROUGHOUT. ✓	

SHELL PLATING.

SCANTLINGS. / RIVETING.

EDGES. State if joggled? NO: ✓

Strakes.	Amidships Breadth (Inches)	Amidships Thickness (Inches)	Forward Thickness (Inches)	Aft Thickness (Inches)	Any Departure from Approved Plans to be Noted	Edges: Single or Double	Edges Rivets Diam. (Inches)	Edges Rivets Spacing cr. to cr. (Inches)	Butts: No. of Rows of Rivets	Butts Rivets Diam. (Inches)	Butts Rivets Spacing cr. to cr. (Inches)	Strapped or Lapped
Flat Plate Keel	55	·98	✓			DBL:	1⅛	4½	✓ 4.	1⅛		LAP.
„ Dblg. (if any)	103¾.	·75. ✓										
Bottom Plating, No. of Strakes 4	76 / 85½ / 78	·83 ✓ / ·75 ✓ / ·83. ✓			DBLRS:- ·83" ✓ ·75" ✓	DBL.	1	4	✓ 4	1	4 ✓	LAP.
Bilge Plating, No. of Strakes 1	89	·83. ✓				DBL.	1	4	✓ 3	1	4 ✓	DBL. STRAP. ✓
Side Plating, No. of Strakes 3	103½ / 83¼ / 77¼	·65 ✓ / ·65 ✓ / ·65 ✓	·50 ✓	·50. ✓	DBLRS:- ·65" ✓	DBL. + welding 2 seams	7/8	3⅛.	✓ 4	7/8	3¼ ✓	LAP.
Upper Deck, Sheer-strake in Wells	77¼	1·02 ✓	·50 ✓	·50. ✓		DBL.	1	4	✓ 3	1⅛	4¼. ✓	DBL. STRAP. ✓
Upper Deck, Sheer-strake in Bridge	77¼	1·02 ✓ & DBLˢ ·58. ✓			DBLs 1·02 ✓	DBL.	1	4	✓ 3	1⅛	4¼ ✓	DBL. STRAP. ✓
Strake below Sheer-strake in Wells	83¼	·80 ✓	·50 ✓	·50. ✓	DBLRS:- 1·02"	DBL.	1	4	✓ 4	1	4. ✓	LAP.
Strake below Sheer-strake in Bridge	83¼	·80. ✓				DBL.	1	4	✓ 4	1	4 ✓	LAP.
Poop Side Plating		·42.				SINGLE.	7/8	3 15/16.	✓ 2	7/8	3½	LAP.
Bridge Side Plating		·60. ✓			also see plans	SINGLE.	7/8	3 15/16.	✓ 2	7/8	3½	LAP.
Forec'tle Side Plating		·44.				SINGLE.	7/8.	3 15/16.	✓ 2	7/8	3½	LAP.

DOUBLERS: ON. STRAKES -A-B-D-F-H-&-M. IN: WAY. OF. BULKHEADS:

OIL: &: WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c) 16
„ Deck next below
As per Rule

11 CENTRE. CARGO. TANK. BULKHEADS:
12. WING. CARGO. TANK. BHDˢ 6. PORT. & 6. STB.
1. FOREPEAK: BHD:
1 AFT PEAK. BHD.
1 COFF'DM. BETWEEN. F.O. & CARGO. SPACE.
1 ENG. RM. BHD:
1: BETWEEN. PUMP. RM. & DRY. CARGO SPACE.
(10)

STIFFENERS.

	Plating Thickness.	Vertical Scantlings.	Vertical Spacing.	Horizontal Scantlings.	Horizontal Spacing.
MIDSHIP BULKH'D, ~~Upper 'tween decks~~	·37 ✓ / ·37 ✓ / ·37 ✓ / ·40 / ·44 / ·48. ✓ / ·54. ✓ (also see plans)	L1 - C 6" × 3½" × ·375. ✓ / L2 - C 7" × 3½ × ·35. ✓ / L3 - C 7" × 3½ × ·40. ✓ / L4 - C 8" × 3½ × ·375 ✓ / L5,6 - C 10" × 3½ × ~~·425~~ ·375 / L7 - C 10 × 3½ × ·425 ✓ / L8 - C 10 × 3½ × ·475 ✓ / L9.10 - C 12 × 3½ × ·450. ✓ / L11 - C 12 × 3½ × ·5 ✓ / L12.13/14 - C 13 × 3½ × ·40 ✓			(also see plans) 29¼"
„ „ ~~Second~~ „					
„ „ ~~Third~~ „					
„ „ ~~Holds~~					
COLLISION „ ~~(in Hold)~~	·32 TOP. ✓ ·58 BOT. ✓	C 10" × 3½ × ·475 ✓			31¼"
AFTER PEAK „ „	·34 TOP. 1·00 BOT. ✓	C 7" × 3½ × ·44. ✓ / C 9" × 3½ × ·44. ✓			33"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	11" × 3" FORGING:	✓		
STERN FRAME Propeller Post	CASTING	—	PENN. STEEL. CASTINGS Co.	
STERN FRAME Rudder „	„	—	„ „ „ „	
RUDDER—A × D 936. ✓			TRUNK: CASTING. ATLANTIC. STEEL. CASTINGS.	
Speed of Vessel 13½ ✓				
RUDDER mainpiece at head				
„ „ heel	UPPER & LOWER CASTING.	—	PENN. STEEL CASTING Co.	
„ how constructed	Cast-Steel framework and Steel plates.			
„ double or single plate	Double:	Electrically Welded		
„ coupling, vertical or horizontal	HORIZONTAL:	[illegible]		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
CARNEGIE. STEEL: CORP: LUKENS. STEEL. Co: ALLANWOOD: STEEL Co: WORTH: STEEL. Co: PHOENIX: IRON. Co:
FORGING & CASTING. REPORTS.

Has the Steel been tested as required by the Rules? ALL material tested by "American Bureau of Shipping" ✓

HOR: STIFF. Nº1: [6" x 3·5" x ·38" ✓ [6" x 3·5" x ·34" ✓ 7/8" 5/2 DIA: 5½ DIA: 3. DIA: FOR 7 SPACES.

Rpt. 1*.

M:S: "TEXAS SUN."

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS. In Ship.	ENDS. In Ship.	AMIDSHIPS. Per Rule or as approved.	ENDS. Per Rule or as approved.	RIVETING. Rivets in Longitudinal Frames. Diam.	Spcng.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads. Number.	Diameter.
	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins.	Ins.	Inches.		Inches.
Framing of L, [or [.....	CHANNELS.	CHANNELS. IN FORECASTLE:	DRY CARGO SPACE:	CHANNELS. IN POOP.					7/8"
Frames in Bridge 'tween Decks ...	[6" x 3·5 x ·34.	[6" x 3·5 x ·34.		[6" x 3·5 x ·34.	7/8"	5¼"	THROUGH-OUT		
Frames from Uppermost Continuous Deck No. 1	[7" x 3·45 x ·35	[7" x 3·45 x ·35.		[6" x 3·5 x ·38.	1"	6"	B.RIV @ 3" C TO C. 4. DIAS. THRU. DB'LS.		
" 2	" " "	" " "		" " "	"	"	"		
" 3	[8" x 3·45 x ·38	[8" x 3·45 x ·38		2ND DECK:	1"	6"	B.RIV @ 3" C TO C.		
" 4	" " "	" " "		[6" x 3·5 x ·38.	1"	6"	"		
" 4½		[10" x 3·5 x ·38. 2ND DK. FORWARD.					10. RIV. 3 15/16 EA. SIDE. THRU. FR. 3¾ THRU. DOUBLING.		
" 5	[10" x 3·5 x ·38.			[8" x 3·45 x ·38.	7/8"	5¼"	8 RIV. 2 5/8 EA. SIDE.	BHD.	
" 6	" " "	[10" x 3·5 x ·38		[8" x 3·45 x ·38.	7/8"	5¼"	"		
" 7	[10" x 3·45 x ·43.	[10" x 3·45 x ·43.		[10" x 3·45 x ·33.	7/8"	5¼"	"		
" 8	[10" x 3·5 x ·48.	[10" x 3·5 x ·48.		[10" x 3·5 x ·38.	7/8"	5¼"	10. RIV. 3 15/16 EA. SIDE. 8 RIV. 2 5/8 " "	TRU. FRS BHD	
" 9	[12" x 3·45 x ·45.	[12" x 3·45 x ·45		[10" x 3·5 x ·38.	7/8"	5¼"	"		
" 10	" " "	" " "		[10" x 3·4 x ·38.	7/8"	5¼"	10. RIV: 3/16 EA. SIDE. 3¼ THRU. DOUBLING. 8 RIV. 2 3/8 EA. SIDE.	TRU. FR. BHDS.	
" 11	" " "	" " "		[10" x 3·45 x ·43.	7/8"	5¼"	"		
" 12	[15" x 3·4 x ·40.	[15" x 3·4 x ·40		[10" x 3·5 x ·48	7/8"	5¼"	"		
" 13	" " "	[15" x 3·4 x ·40		[12" x 3·45 x ·45	7/8"	5¼"	"		
" 14 ANGLS: Nº 14 TO 18 INCL.	[18" x 3·95 x ·45.	[15" x 3·4 x ·40. IN PUMP ROOM.	BALLAST TANK: FORWARD OF MAIN TANKS:	[15" x 3·4 x ·40.	1"	6"	10 RIV. 3½ EA. SIDE. 4" THRU. DOUBLERS.	TR. FR.	12" WELD.
" 15 ANGLS: Nº 19. WING. BHD.	✓ ✓ ✓	BACK BARS. 4"x4"x·44" FITTED.		[15" x 3·4 x ·40.	1"	6"	8 RIV. 3" EA. SIDE.	BHDS.	
" 16 ANGLS: Nº 20. TO: 25.	[18" x 3·95 x ·45.	ON LONGLS. Nº 15. TO. Nº 25 IN. Nº 1 TANK. & PUMP ROOM.	MACHINERY SPACE:	[15" x 3·4 x ·40.	1"	6"	"		
Tank Top Longitudinals		TRANSVERSE FLOORS IN MACHINERY SPACE:							
Bottom "									
Amidships									
At Ends									

Spacing of Longitudinal Frames: Amidships 30" ... At Ends 30" ...

Transverses.		Rivets in Lugs to Shell Diam.	Spcng.	
Bridge 'tween Decks.	Depth and Thickness			
	Face Angles ..... [15" x 3·4 x ·40. ✓	7/8"	3¾"	
	Lugs to Shell* ..... BRKTS. 27" x ·40. ✓ U. DK. 21" P. DK. 24" x ·38. ✓			
In 'tween Decks.	Depth and Thickness			
	Face Angles ..... L 3½" x 3½" x ·44. ✓	7/8"	5¼"	
	Lugs to Shell* ..... L 3½" x 3½" x ·44. ✓	7/8"	3¾"	
In Hold.	Depth and Thickness			
	Face Angles ..... L 6" x 3½" x ·44.	7/8"	5¼"	
	Lugs to Shell* ..... L 6" x 6" x ·50 ✓	1"	4½"	NO. LINERS.
	" " Back Bars ... NONE.	7/8"	3¾"	NO. JOGGLES:
	Brackets	7/8"	3¾"	
Spacing of Transverse Frames ..... 6·5'-11'-11'-6·5'		LAP. TOP & BOTT. TRANSV.		

* State if joggled or liners.

SIDE: TRANV. 42" x ·48. ✓ — U. DECK: CENTRE. 36" x ·46" ✓ — BOT. TRANS: CENTRE. 76" x ·50. ✓ — BOT. TRANS. WING. 63½ x ·48. ✓

L 6" x 3½" x ·44. ✓ — L 6" x 4" x ·68. ✓ — C 12" x 3·45 x ·45 ✓ C 12" x 4" x ·62. ✓ — L 6" x 3½" x ·44.

L 6" x 6" x ·50 ✓ — L 3½" x 3½" x ·44 — L 6" x 6" x ·50. L Nº 20 TO Nº 24 L 3½ x 3½ x ·44" 75 x ·50 TO WING. BHD. — L 6" x 6" x ·50. L 3½ x 3½ x ·44 BILGE STRAKE.

NONE. — NONE. 42 x ·40 TO ℄ GIRDER 42 x ·44 W. BHD. — NONE. — NONE.

10'-FORD. END. — 10'-AFT. END. ✓

Longitudinal Beams of L or [		Spacing.	Transverse Beams.	In Ships. Plate.	In Ships. Angles.	As approved. Plate.	As approved. Angles.
Bridge Deck ...	[6" x 3·5" x ·34" ✓	36"		[15" x 3·4 x ·40. AT WEBS.			
Upper "	[8" x 3·45 x ·38" ✓ IN MAIN TANK. ([6" x 3·5" x ·38" FROM MAIN TANK). (TO STERN AND TO FORE PEAK. BHD.)	30"		B.A: B" x 3½ x ·40.			
Second (AFT. " FWD. "	[8" x 3·45 x ·38 (OVER FUEL BKR.) ([6" x 3·5 x ·34 TO AFT. PEAK. BHD.)	31"		BA: 8" x 3½ x ·44.	[8" x 3½ x ·40.		
Third "	[10" x 3·45 x ·33. (TO FORE PEAK. BHD.). ✓	30"		B.A: 9 x 3½ x ·44.			

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.*

0088 2/4

M.V. "TEXAS SUN"

Port of "PHILADELPHIA." Continuation of Report No. 7272 dated 15th APRIL, 1937, on the

MIDSHIP: O.T: TRANSVERSE BULKHEADS:

HOR: STIFF FROM. TOP.	CENTRE TANK:	WING TANK:	RIV. DIA:	SPACING: CLEAR.	AT WEBS.	AT ENDS.
HOR: STIFF. Nº1:	[6" x 3·5" x ·38" ✓	[6" x 3·5" x ·34" ✓	7/8"	5/2 DIA:	5½ DIA:	3. DIA: FOR 7 SPACES.
" " Nº2.	[7" x 3·45" x ·35" ✓	[6" x 3·5" x ·34" ✓	7/8"	"	"	3 " " 7 "
" " Nº3.	[7" x 3·5" x ·40" ✓	[6" x 3·5" x ·38" ✓	7/8"	"	"	3 " " 7 "
" " Nº4.	[8" x 3·45" x ·38" ✓	[7" x 3·45" x ·35" ✓	7/8"	"	"	3 " " 7 "
" " Nº5	[10" x 3·5" x ·38" ✓	[7" x 3·45" x ·35" ✓	7/8"	"	"	3 " " 7 "
" " Nº6.	[10" x 3·5" x ·38" ✓	[8" x 3·45" x ·38" ✓	7/8"	4½ DIA:	4½ DIAS.	3 " " 7 "
" " Nº7.	[10" x 3·45" x ·43" ✓	[10" x 3·5" x ·38" ✓	7/8	"	"	3 " " 7 "
" " Nº8.	[10" x 3·5" x ·48" ✓	[10" x 3·5" x ·38" ✓	7/8"	"	"	3 " " 7 "
" " Nº9.	[12" x 3·45" x ·45" ✓	[10" x 3·45" x ·43" ✓	7/8"	"	"	3 " " 7 "
" " Nº10.	[12" x 3·45" x ·45" ✓	[10" x 3·5" x ·48" ✓	7/8"	"	"	3 " " 7 "
" " Nº11.	[12" x 3·5" x ·50" ✓	[12" x 3·45" x ·45" ✓	7/8"	"	"	3 " " 7 "
" " Nº12.	[15" x 3·4" x ·40" ✓	[12" x 3·45" x ·45" ✓	7/8"	"	"	3 " " 7 "
" " Nº13.	[15" x 3·4" x ·40" ✓	[12" x 3·5" x ·50" ✓	7/8"	"	"	3 " " 7 "
" " Nº14.	[15" x 3·4" x ·40" ✓	[12" x 3·5" x ·50" ✓	7/8"	"	"	3 " " 7 "

STIFFS: FULL: WELDED. ACROSS. ENDS. &: FOR. 6" ALONG: HEEL: &: TOE.

LONGITUDINAL: BULKHEAD: 17'-9" FROM: ℄ PORT: &: STARBOARD:

HORL STIFFS. FROM: TOP:		RIV. DIA:	SPACING: CLEAR:	AT: WEBS:	AT: ENDS:
HORL STIFF: Nº1:	[6" x 3·5" x ·38" ✓	7/8"	6: DIAS.	6: DIAS.	3. DIAS: FOR: 7. SPACES:
" " Nº2.	[7" x 3·45" x ·35" ✓	7/8"	"	"	" "
" " Nº3.	[7" x 3·45" x ·35" ✓	7/8"	"	"	" "
" " Nº4.	[8" x 3·45" x ·38" ✓	7/8"	"	"	" "
" " Nº5	[8" x 3·45" x ·38" ✓	7/8"	"	"	" "
" " Nº6	[10" x 3·5" x ·38" ✓	7/8"	"	4. DIA. FOR 9. SPACES.	" "
" " Nº7.	[10" x 3·5" x ·38" ✓	7/8"	"	"	" "
" " Nº8.	[10" x 3·45" x ·43" ✓	7/8"	"	"	" "
" " Nº9:	[10" x 3·5" x ·48" ✓	7/8"	"	"	" "
" " Nº10	[12" x 3·45" x ·45" ✓	7/8"	"	"	" "
" " Nº11.	[12" x 3·45" x ·45" ✓	7/8"	"	"	" "
" " Nº12:	[12" x 3·45" x ·45" ✓	7/8"	"	"	" "
" " Nº13:	[15" x 3·42" x ·42. IN: Nº1 TANK: [15" x 3·4" x ·40" ✓	7/8"	"	"	" "
" " Nº14:	[15" x 3·52" x ·52. IN: Nº1 TANK [15" x 3·4" x ·40" ✓	7/8"	"	"	" "

STIFFS. FULL WELDED. ACROSS. ENDS. &: FOR; 6" ALONG: HEEL: &: TOE:

Leave out

EQUIPMENT No 54600. LETTER ft ✓. ANCHORS. 3.B✓1S:

Number of Certificate.	Anchors.	Weight, Ex. Stock. lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. lbs.		Weight Required by Table 53. lbs	Description of Anchor.	Makers.	Where and when tested and Superintendent.
12841:	1st Bower	11360. ✓	FORGED:	STEEL. SHANKS		151872.	✓		BALOT. STOCKLESS:	BALOT. ANCHOR. CHAIN & FORGE CORP.	CHESTER. PA: 15/10/36. J.V.C.M:
12840:	2nd	11360. ✓	"	"		151872.	✓		" "	" "	" " "
12839:	3rd	9665. ✓	"	"	"	138544.	✓		" "	" "	" " "
	Collective weight.	32385 ✓									
12838.	Stream	4075.	✓	✓	✓	74816.			" "	" "	" " "

CHAIN CABLES.

Number of Certificate.	Length supplied (Fathoms)	Diam. (Ins.)	Test Statutory (lbs)	Test Breaking (lbs)	Weight Supplied (lbs)	Weight Per Rule (lbs)	Per Table 53 Length (Fathoms)	Per Table 53 Diam. (Ins.)	Description.	Makers of Cables.	Where and when tested, and Superintendent.
3640.	300.	2¼"	287930 ✓	403100. ✓	89634		300. ✓	2¼ ✓	DI-LOK. STUD. LINK (APPROVED).	BALOT. ANCHOR CHAIN & FORGE. CORP.	CHESTER. PA: 20/1/37. J.V.C.M:
41	24 @ Detachable Links	2¼"	287930 ✓	✓	1152.	✓	✓	✓	✓	ditto.	CHESTER. PA: 20/1/37. J.V.C.M.
							Equipment as appd.				
Stream / Steel Wire	105	5" Cir. ✓	✓	✓	✓	✓	as approved:		✓		✓

HAWSERS AND WARPS.

Material.	Length supplied (Fathoms)	Cir. (Ins.)	Breaking Test of Steel Wire (Tons)	Per Table 53 Length (Fathoms)	Per Table 53 Cir. (Ins.)
Towline	130.	5½" ✓	✓	130	5½.
Hawsers & Warps	90.	8½" ✓	MANILA:	(as approved)	
"	90.	7½" ✓	MANILA.	(as approved):	
"					

Steering Gear, Steam American Engineering Co:- Hydro: Electric: ✓ Steering Gear, Hand American Engineering Co: ✓

Boats 4: STEEL: @ 22'0" 1: WOOD. DINGHY: @ 16'0": Steering Chains, Size and Test ✓ Windlass American Eng. Co: 12"×14".

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.—(Upper Deck) FORWARD: 8'-0" × 84" × 30" coaming 7/16". TOP 3/8" HINGED: CIRCULAR: 48" DIA. ½" COAMING. 3/8" TOP. HINGED Thickness of Hatches ✓

Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

SUN SHIPBUILDING & DRY DOCK COMPANY

Builder's Signature John H. Adlen.

NAVAL ARCHITECT.

GENERAL DECLARATION. *It should be stated (a) whether the vessel 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.*

This vessel has been built in accordance with the Rules, approved plans, and official letters received. The workmanship is good throughout: ✓

All welding on this vessel is of "FLEETWELD." approved electrodes: ✓

Holes in O.T. and W.T. work, including Shell, Decks, and Bulkheads were punched 1/8" small and reamed out 1/32" larger than Rivet: ✓

The Chain cables are Baldt Patent Di-Lok. Stud link and were tested to our Requirements: ✓

The Vessel is fitted for burning oil fuel (F.P.?) above: 130°F. The Requirements of Section 20. have been complied with: This fuel is carried in fuel oil tanks immediately forward of the machinery space: ✓

The vessel is fitted with a Gyro. Compass: Direction finder: Echo Sounding device.

A. steam smothering system and flue gas CO_2 system is fitted to all tanks: ✓

See: Secretary's letter dated 20th March: 1936: — re acceptance of "Quadruple Rivited Butts:" ✓

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

Special Survey Fee.... $3357.00 :

Travelling Expenses, if any $61.75 :

(New York Expenses a/c) 100.00

Fees applied for, 20th April 1937. per L.A.

Received by me, 10.6 1937 11/6

I am of opinion the Vessel should be Classed ✠ 100.A1: "Carrying Petroleum in Bulk": Longitudinal framing: Bracketless system: (Fitted for oil fuel F.P. above: 150°.)

State whether the Vessel has been built under Special Survey YES.

Signature J.T. C. Malcolmson

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to PHILADELPHIA: PA: U.S.A. Date of issue 17/6/37.

NEW YORK APR 28 1937

Committee's Minute

Character assigned ✠ 100 A1 Carrying Petroleum in bulk

~~Fitted for oil fuel 4.37 F.P. above 150°F.~~

✠ LMC 4.37

Note. Longitudinal framing - bracketless system

Lloyd's A & CP. ~~Equipt Lr. ft~~ (leave out)

Oil Eng. CL

1 WTDB - 245 lbs

1 WTDB (Upper) 200 lbs - (Exhaust gas fired)

Elec light

S.O. mfk 30/6/37

8800 4/4

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 a List of the Plans should be embodied.*)

Copies of the following approved plans are forwarded herewith for reference:—

"Midship Section." Profile and Deck plan: Rudder. Stern frame: Bridge Dk. Plating. Upper Deck Plating (3 off). and Forecastle Deck Plating Shell plating (3 off.) Oiltight Transverse: Bulkheads: (2 off.). Typical: Midship Bulkheads (1 off.). Transverse Frames (2 off) Inner Bottom Plating aft. Longitudinal Bulkhead: (19 in all).

Copy of interim Certificate is attached:

Particulars of **Drop Test** of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Cert: No	Weight	Initials	Date
1st Bower	12841	11360. lbs	J:V:C:M:	15:10:36:
2nd „	12840.	11360. lbs	J:V:C:M:	15:10:36:
3rd „	12839.	9665. lbs	J:V:C:M:	15:10:36:

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88.3. ft., R.Q.D. ✓ ft., Bridge 35.0. ft., Forecastle 57.0. 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*) 1. STEEL. DECK.

Official No. 235950. : Signal Letters W.O.T.C. Is bottom of Vessel coated with cement ✓ 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, UNDER ENGINES: FR^D 11 TO. 16¾:	57'-6"	166.92	Fore peak tank,	35'-1½"	344.69.
Double bottom, under Engines and Boilers,			After peak tank,	18'-0"	164.76.
Double bottom, if under Engines only,			~~Deep tank~~ COFFERDAM, aft,	3'-6"	239.00
Double bottom, if under Boilers only,			~~Deep tank~~ COFFERDAM, forward, STAR^D SIDE. TO ℄	12'-10"	415.00
Double bottom, forward,			~~Other tanks, if fitted~~, FWD: BALLAST. 59-62.	24'-3½"	771.21
	Total capacity of double bottom	166.92.	(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. 489.

Date 29th JAN. 1936:

Dates of Surveys held while building: 1936/ FEB: 24. MARCH. 2.9.17. APRIL: 1.2.4. MAY. 26.28. JULY. 21. AUG. 5 SEPT. 1. OCT. 28. NOV. 2.3.5.11. 12.13.16.27. DEC. 2.4.15.16.29: 1937/ JAN. 4.14.16.28.29. FEB: 1.2.3.5.8.9.10.11.12 15.16.17.18.19.23.24.25.26. MARCH. 1.2.3.19.24.30:

Total No. of Visits 54: