

## STEEL STEAMER or MOTORSHIP.

Received at London Office DEC 28 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

Survey held at

*Kearny N. J.*

Date First Survey

*1<sup>st</sup> July 1937*

Port of

*New York*

No.

*38079*

On the

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

*Single Screw Tanker**ESSO BAYWAY**Machinery Aft*

State Type

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

*Full Scantling - Single Deck*

State Type of Erections

*P. B. & F.*

TONNAGE under Tonnage Deck...

*6943*CLASS *100A1*State if with freeboard as condition of Class *no*

Built at

*Kearny N. J.**U.S.A.*

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

*L 440*

Breadth (greatest moulded)

*B 66.5*

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

*D 34.5*

1st Longitudinal Number (L x D)

*= 15180*

2nd Numeral L x (B + D)

*= 44440*

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

*12.76*

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

*Do. Long Bridge to top of keel*

Draught Moulded

*27.94*

Launched

*9<sup>th</sup> Oct. 1937*

Yard No.

*1444*

Builders

*Federal Shipbuilding & Dry Dock Co.*

Owners

*Standard Oil Co. of New Jersey*

Managers

*✓*

Residence

*New York*

Port of Registry

*Wilmington Del.*

If surveyed while building, afloat, or in dry dock

*Building*

## REGISTERED DIMENSIONS.

FEET.

Length

*440*

Breadth

*66.77*

Depth

*34.29*

## 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	<i>LONG<sup>th</sup> FRAMING</i>	<i>SEE REP. 1*</i>	Bracket Floors, Frame	<i>✓</i>	
" " IN FORE HOLD			" " Reversed Frame	<i>✓</i>	
" " from 1/2 length amidships to Collision bulkhead	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
" " in peaks	<i>24</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>60 x 52-44</i>	<i>✓</i>
SIDE FRAMING.	<i>See Rep 1*</i>	<i>✓</i>	" " top Angles	<i>WELDED TO T. TOP</i>	<i>✓</i>
Frame Amidships, Angle, [ or ]	<i>✓</i>		" " bottom Angles	<i>WELDED TO KEEL</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Side Girders, No. each side and thickness	<i>2</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
Depth of Framing Girder	<i>✓</i>		" " Bracket abaft 1/2 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" " Second 'tween Decks, Angle, [ or ]	<i>✓</i>		" " Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>9 3 1/2 44</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
" " in Peaks, Angle or [	<i>8 3 1/2 34</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>See Rep 1*</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>no</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>54 PLATED AFTWARD SHIPS</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	Thickness of remainder in Holds	<i>54</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</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>✓</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	<i>SEE REP. 1*</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, [ or ]	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, [ or ]	<i>✓</i>		" " Spacing	<i>✓</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		Second Deck, amidships, Angle, [ or ]	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Third Deck, amidships, Angle, [ or ]	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		" " Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, [ or ]	<i>✓</i>	
" " Angles	<i>✓</i>		" " Spacing	<i>✓</i>	
DOUBLE BOTTOM. IN MACHY SPACE.			Poop Deck, Angle, [ or ]	<i>SEE REP. 1*</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>44 30 1/2</i>	<i>✓</i>	" " Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>FLOORS WELDED TO SNELL &amp; TANK TOP</i>	<i>✓</i>	Bridge Deck, Angle, [ or ]	<i>SEE REP. 1*</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		" " Spacing	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Forecastle Deck, Angle, [ or ]	<i>6 x 3 1/2 x 15 3/4</i>	<i>✓</i>
			" " Spacing	<i>24</i>	<i>✓</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	✓				✓				
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....	✓				✓				
If Plated, state thickness.....	✓				✓				
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....	✓				✓				
If Plated, state thickness.....	✓				✓				
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness.....	✓				✓				
Plating, Sheathing, material and thickness	✓				✓				
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....	✓				✓				
Plating, Sheathing, material and thickness	✓				✓				
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness.....	✓				✓				
Plating, Sheathing, material and thickness	✓				✓				

SHELL PLATING.										
STRAKES.	SCANTLINGS.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.				
	AS IN VESSEL.					EDGES. State if jogged?	BUTTS.			
	AMIDSHIPS.	FORWARD.	AFT.				SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
FLAT PLATE KEEL	90	82	74	74		Double	1 3/4	3+3	1 3/4	Double with single outside straps
" DELG. (if any)										
BOTTOM PLATING, No. of Strakes	3	76	54	46		D	1 3/4	4	1 3/4	Lapped
BILGE PLATING, No. of Strakes	2	76	54	46		D	1 3/4	4	1 3/4	Lapped
SIDE PLATING, No. of Strakes	3	61	54	46		D	1/8 3/4	4	1/8 3/4	Lapped
UPPER DECK, Sheer-strake in Wells	66	87	44	46		D	1 3/4	3+3	1 3/8	Double T.R. Straps
UPPER DECK, Sheer-strake in Bridge										
STRAKE BELOW SHEER-strake in Wells	81	75	44	46		D	1 3/4	4	1 3/4	Lapped
STRAKE BELOW SHEER-strake in Bridge										
POOP SIDE PLATING				46		Single	3/4 3/8	2	3/4 3	Lapped
BRIDGE SIDE PLATING		52				One plate to beam	3+3	1/8 3/4	3/4 3	Single strip inside welded outside
FORECASTLE SIDE PLATING			44			Single	3/4 3/8	2	3/4 3	Lapped

WATERTIGHT BULKHEADS.									
FORGINGS and CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) 12 ✓									
" Deck next below ✓									
As per Rule ✓									
STIFFENERS.									
VERTICAL.									
HORIZONTAL.									
O.T.									
MIDSHIP BULKHEAD, Upper-tween-decks									
" " Second "									
" " Third "									
" " Holds "									
COLLISION " (in Hold) "									
AFTER PEAK " "									
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? American Bureau Requirements									

EQUIPMENT No.										LETTER										ANCHORS, AMERICAN BUREAU TEST									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 35		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
P. 2841		1st Bower		9500		136200		136200		9415		Shackles		Balott		Boston 30 June 1937													
P. 2842		2nd		9500		136200		136200		9415		"		"		"													

  

PARTICULARS OF LONGITUDINAL FRAMING.																
FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		BRACKETS CONTINUOUS THROUGH.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
	Ins.	Ins.	165	Ins.	Ins.	165	Ins.	Ins.	165	Ins.	Ins.	165	Ins.	Ins.	Inches.	Number
Framing of L, L or C	6	3 1/2	153	6	3 1/2	153	6	3 1/2	153	6	3 1/2	153	3/4	4 1/2	4 1/2	✓
Frames in Bridge 'tween Decks	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	3/4	5 1/4	5 1/4	✓
Frames from Uppermost Continuous Deck	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	3/4	5 1/4	5 1/4	✓
" 2	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	3/4	5 1/4	5 1/4	✓
" 3	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	8	3 1/2	153	3/4	5 1/4	5 1/4	✓
" 4	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	3/4	5 1/4	5 1/4	✓
" 5	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	3/4	5 1/4	5 1/4	✓
" 6	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	10	3 1/2	236	3/4	5 1/4	5 1/4	✓
" 7	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	3/4	5 1/4	5 1/4	✓
" 8	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	3/4	5 1/4	5 1/4	✓
" 9	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	3/4	5 1/4	5 1/4	✓
" 10	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	12	3 1/2	309	3/4	5 1/4	5 1/4	✓
" 11	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 12	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 13	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	15	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 14	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 15	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 16	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 17	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 18	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 19	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 20	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 21	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 22	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 23	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 24	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 25	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 26	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 27	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 28	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 29	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 30	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 31	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 32	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 33	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 34	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 35	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 36	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 37	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 38	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 39	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 40	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 41	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 42	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 43	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 44	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 45	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 46	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	16	3 1/2	339	3/4	5 1/4	5 1/4	✓
" 47	16	3 1/2	339	16	3 1/2	339	1									



EQUIPMENT No.						LETTER				ANCHORS. AMERICAN BUREAU TEST.				
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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.			
P. 2841	1st Bower ...	9500	✓	✓				136200	✓	9415	✓	Stockless	Baldt	Ches. 30 June 1937
P. 2842	2nd " ...	9500	✓	✓				136200	✓	9415	✓	"	"	" " "
P. 2830	3rd " ...	4975	✓	✓				121588	✓	4980	✓	"	"	" 25 June 1937
	Collective weight.	26975	✓	✓						26810	✓			
P. 2826	Stream .....	3400	✓	✓				64720	✓	3395	✓	"	"	" " "

CHAIN CABLES. L.R. TEST.												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.	Stations.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
491	300	2 1/4	28930	403100	87117	84900	300	2 1/8	C. S. Steel link	National Malleable & Steel Castings Co.	Cleveland May 29 1937 J. Drummond.	TOWLINE...	130	1 3/4	164000	130	1 3/4
			165	183								HAWSERS & WARPS	2@90	8 1/2	Manilla	2@90	8 1/2
													2@90	4 1/2	Manilla	2@90	4 1/2
Iron Stream Chain or Steel Wire	90	1 1/2		126000			90	1 1/2	6 x 24 Gal. Flw. Steel wire	American Steel & Wire Co.	New Haven, Conn. 18/1/37. J. Class.						

Steering Gear, Type (Power or hand) *Electric Hydraulic - Hyde Windlass Co.* Alternative Means of Steering *Wire tackle & Steam winch*

Steering Chains (Size and Test) *Windlass Steel - Hyde Windlass Co. Boats Steel - 4 @ 22 x 4 1/2 x 3.17*

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

Cargo Hatchways. (Upper Deck) *Forward Dry Hold - 18' x 10'* Thickness of Hatches *W.T. Hinged Steel cover.*

Size of Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and for Fore and Afters *24 O.T. circular hatchways to Cargo Tanks - 4' Diam. - Hinged Steel covers.*

Builder's Signature *Federal Shipbuilding & Dry Dock Co. John B. Brown*

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 according to the approved plans, Secretary's letters and to the Rules of this Society.*

*The materials and workmanship are good.*

*The vessel is intended to carry petroleum in bulk, the oil tanks, oil fuel tanks, cofferdams, peak tanks, deep tanks and double bottom tanks have been tested according to the Rules and found satisfactory.*

*The vessel has been surveyed during construction by the Surveyors to the American Bureau of Shipping with a view to its classification with that Society.*

The amount of Entry Fee ..... \$ 1500.00 :  
Special Survey Fee.... £ :  
Travelling Expenses, if any £ :  
Fees applied for, DEC 17 1937  
Received by me, 11/1 1938  
State whether the Vessel has been built under Special Survey *No.*  
Certificate to be sent to *N.Y.R.* Date of issue *13/1/38*  
I am of opinion the Vessel should be Classed *100 A1*  
*Carrying petroleum in Bulk.*  
Signature *J. Buchanan*  
*Surveyor to Lloyd's Register of Shipping.*  
*Am. Corkindale*

Committee's Minute

Character assigned *100 A1 Carrying Petroleum in bulk*  
*Fitted for oil fuel 11.37 F.P. above 150°F.*  
*LMC 11.37*

Note. Machinery aft.

*Longitudinal framing*  
*"Arcform"*  
*Part electrically welded*  
*Cruiser Stern*  
*2 WTB (Spt) 450 lbs*  
*C.L. F.D.*



Lloyd's Register of Shipping



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.)

MIDSHIP SECTION — AS BUILT.

Sister Vessels - no 143 - ESSO BAYONNE ✓ see Rpt no. 34918  
nos 145 + 146 now under construction

PARTICULARS OF ELECTRIC WELDING (if employed) Bottom long<sup>a</sup> frames welded to bottom shell; seams & bulkheads of long<sup>a</sup> and transverse bulkheads welded: all stiffeners and webs welded to bulkheads; transverse bulkhead plating welded direct to bottom & side shell, to deck and to long<sup>a</sup> Btd. Long<sup>a</sup> Bulkhead plating welded direct to bottom shell - Brackets at ends of long<sup>a</sup> frames and beams continuous through bulkheads, slots in bulkheads welded & brackets welded to frames and beams.  
Electrodes - Eletteweld nos 5 & 7

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

Carrying petroleum in bulk, ✓ Longitudinal framing, "Arcform" ✓  
Fitted for Oil fuel, part electrically welded.  
Machy aft. Bruiser Stern.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	6750 lbs.	W.S.R.	June 1934	} American Bureau certificates
	2nd "	6750 "	W.S.R.	June 1934	
	3rd "	5800 "	W.S.R.	June 1934	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87 ft., R.Q.D. ✓ ft., Bridge 33 ft., Forecastle 36 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 236844 Signal Letters WPKL Extreme Breadth over Belting ✓  
No. and Material of Decks One deck - Steel  
Parts of Bottom of Vessel coated with cement or approved composition Cement and cement wash in peak tanks - Double bottom  
fresh water tanks under machinery coated with Asperior - Deep tank for Stand Oil paint no 2242.  
Particulars of composition (if fitted) and of approval

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,		232 ✓
Double bottom, under Engines and Boilers,			After peak tank,		247 ✓
Double bottom, if under Engines only, FRESH WATER	42 ✓	166 ✓	Deep tank, aft,	30 ✓	781 -
Double bottom, if under Boilers only,			Deep tank, forward,		
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. 170

Date 18 Aug 1934.

Dates of Surveys held while building

1934 Jul. 18. 20(2), 22, 23, 26, 27, 28, 29, 30  
Aug. 2(2), 3(2), 4, 6, 10, 12, 16, 17, 19, 20, 23, 26, 27, 30  
Sep. 13, 9, 16, 17, 22 Oct. 1, 7, 9, 26 Nov. 18, 22, 24, 26

Total No. of Visits 41