

## STEEL STEAMER or MOTORSHIP.

SEP 7 1937

Received at London Office...

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 26<sup>th</sup> JULY 1937Port of PHILADELPHIA: PA.No. 7314Survey held at CHESTER: PA.Date First Survey 2<sup>nd</sup> NOV. 1936:Last Survey 22. JULY: —. 1937On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) MY: "LOUISIANA"

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

Full Scantlings:

State Type of Erections POOP: BRIDGE: & TELE.TONNAGE under 7573.99Tonnage Deck...  
Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 8569.5

Register Tonnage

REGISTERED DIMENSIONS.  
FEET.Length 468.1Breadth 65.3Depth 34.3CLASS 100-A1:State if with freeboard as condition of Class NO.OVERALL LENGTH: 490'-6"Length from fore part of stem to after part of stern 466'-3"  
L.W.L. See Sec. 3 (1a)Breadth (greatest moulded) B 65'-0"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'-3"1st Longitudinal Number (L x D) = 159262nd Numeral L x (B + D) = 46151

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 keelDraught Moulded 27'-9"Built at CHESTER: PA.Launched 5<sup>th</sup> JUNE 1937 Yard No. 163Builder S.M. SHIPBUILDING & DRYDOCK CO.Owners TEXAS OIL CO.

Managers

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

Residence

Port of Registry WILMINGTON: DELAWARE.If surveyed while building, afloat, or in dry dock U.S.A.BUILDING: & AFLOAT.

## 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. |
|---|---|--|--|--|--|
| <b>FRAMES, Spacing amidships</b>  |   |  | <b>Bracket Floors, Frame</b>   | <u>✓</u>   |  |
| " " from $\frac{3}{8}$ length to Collision bulkhead                             | <u>29" to 24"</u>   | <u>✓</u>                                       | " " Reversed Frame   | <u>✓</u>   |  |
| " " in peaks  | <u>24"</u>  | <u>✓</u>                                       | " " Vertical Struts  | <u>✓</u>   |  |
| <b>SIDE FRAMING.</b>  |   |  | <b>Centre Girder, depth and thickness amidships</b>  | <u>72" x 36"</u>   | <u>46" as app'd see Pl. 30/1/31</u>            |
| Frame Amidships, Angle <u>For</u> <u>10" x 3 1/2" x 46"</u>                     | <u>✓</u>  |  | " " top Angles   | <u>WELD TO TANK TOP</u>  | <u>✓</u>                                       |
| " " Extends up to <u>UPPER DECK</u>   | <u>✓</u>  |  | " " bottom Angles  | <u>4" x 4" x 50"</u>   | <u>✓</u>                                       |
| <b>Reversed Frame Amidships, Angle</b> <u>NONE</u>                              | <u>✓</u>  |  | <b>Side Girders, No. each side and thickness</b>   | <u>2 - .62"</u>  | <u>✓</u>                                       |
| " " Extends up to <u>✓</u>  | <u>✓</u>  |  | <b>Margin Plate depth (excl. of flange) and thickness</b>  | <u>✓</u>   |  |
| <b>Depth of Framing Girder</b>  | <u>2 GIRDERS: 36"</u>   | <u>✓</u>                                       | " " Vertical Angle to Tank side  | <u>✓</u>   |  |
| <b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>               | <u>✓</u>  |  | " " Bracket abaft $\frac{1}{2}$ len. from stem   | <u>✓</u>   |  |
| " " <b>Second 'tween Decks, Angle, [ or ]</b>                                   | <u>✓</u>  |  | " " Vertical Angle to Tank side  | <u>✓</u>   |  |
| " " <b>Third " " " "</b>  | <u>✓</u>  |  | " " Bracket forward $\frac{1}{2}$ len. from stem   | <u>✓</u>   |  |
| <b>Framing in Peaks, Angle [</b>  | <u>9" x 3 1/2" x 44"</u>  | <u>✓</u>                                       | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem  | <u>✓</u>   |  |
| <b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> | <u>7/8" - 5" 1/16"</u>  | <u>✓</u>                                       | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem  | <u>✓</u>   |  |
| <b>State if Frame Joggled</b>   | <u>NO.</u>  | <u>✓</u>                                       | <b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>  | <u>✓</u>   |  |
| <b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars              | <u>3 STRS-29" x 36"</u><br><u>SHELL LUGS-6" x 44"</u><br><u>PANT. BEAMS ON ALTERNATE FRMS:</u><br><u>C-10 x 2 1/2 x 37 1/2"</u><br><u>3 STRAKES, NEXT TO KEEL, INCREASED TO COLLISION BULKHEAD:</u><br><u>DBL. RIVETED SHELL BARS TO FLOORS:</u><br><u>BACK BARS, FITTED TO LONGS:</u><br><u>FROM 1/2 LENGTH TO END OF CARGO SPACE FWD.</u> | <u>✓</u>                                       | <b>INNER BOTTOM PLATING, IN ENGINE SPACE:</b>  |  |  |
| <b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars                       |   |  | Breadth and thickness of Middle Line Strake  | <u>60" x 1 1/25"</u>   | <u>✓</u>                                       |
| <b>SINGLE BOTTOM, IN FORE HOLD:</b>   |   |  | Thickness of remainder in Holds  | <u>.52"</u>  | <u>✓</u>                                       |
| Floors, Depth and thickness at mid-line in Holds                                | <u>46" x 44"</u>  | <u>✓</u>                                       | 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? | <u>ALL SEAMS: B: BUTTS: BUTT WELDED:</u>                           | <u>✓</u>                                       |
| Height of Brackets at side above base line at toe of frame                      | <u>WEL. PLATE: 55" x 52"</u><br><u>FACE ANGLE: 6" x 4" x 50"</u><br><u>SHELL L: 4 x 4 x 625 DBL INTERCOSTAL BETWEEN FRMS.</u><br><u>Q. BHD. IN FWD. FD. TANK:</u><br><u>" " " AFT. " "</u>  | <u>✓</u>                                       | <b>BEAMS.</b>  |  |  |
| <b>Middle Line Keelson, on Floors, Angles, [ or ]</b>                           | <u>✓</u>  |  | <b>Uppermost Continuous Deck, amidships</b>  | <u>8" x 3.5 x 46 @ 29"</u>   | <u>✓</u>                                       |
| " " Through Plate or Intercostal Plate  | <u>✓</u>  |  | " " in Wells, Angle <u>For</u> <u>10" x 3 1/2" x 44"</u>   | <u>✓</u>   |  |
| " " Foundation Plate on Floors  | <u>✓</u>  |  | " " in way of Bridge, Angle, [ or ]  | <u>✓</u>   |  |
| " " Flat Plate Keel Angles  | <u>✓</u>  |  | Spacing  | <u>7" x 3.5 x 44 @ 24" FWD.</u>                                    | <u>✓</u>                                       |
| <b>Side Keelsons, No. each side</b>   | <u>✓</u>  |  | <b>Second Deck, amidships, Angle <u>For</u> <u>10" x 3.5 x 40 @ 29" E.R. PLT.</u></b>  | <u>✓</u>   |  |
| " " thickness of Intercostal Plate  | <u>✓</u>  |  | Spacing  | <u>10" x 3 1/2 x 40 @ 24" to 29"</u><br><u>IN WAY OF FD. TANK:</u> | <u>✓</u>                                       |
| " " Angles  | <u>✓</u>  |  | <b>Third Deck, amidships, Angle, [ or ]</b>  | <u>9" x 3.5 x 44 @ 24" A.P. TANK TOP</u>                           | <u>✓</u>                                       |
| <b>DOUBLE BOTTOM, IN ENGINE SPACE:</b>  |   |  | Spacing  | <u>✓</u>   |  |
| <b>Solid Floors, thickness and spacing</b>                                      | <u>42" x 72"</u>  | <u>✓</u>                                       | <b>CARGO: FLAT FORWARD.</b>  |  |  |
| " " Are Frame and Reversed Frame joggled?                                       | <u>NO.</u>  | <u>✓</u>                                       | <b>Fourth Deck, amidships, Angle, [ or ]</b>   | <u>10" x 3.5 x 47 1/2</u>  | <u>✓</u>                                       |
| <b>Bracket Floors, breadth and thickness at middle line</b>                     | <u>✓</u>  |  | Spacing  | <u>24 to 29:</u>   | <u>✓</u>                                       |
| " " breadth and thickness at margin plate                                       | <u>✓</u>  |  | <b>Poop Deck, Angle <u>For</u> <u>8" x 3.5 x 46</u></b>  | <u>8" x 3.5 x 40</u>   | <u>✓</u>                                       |
|   |   |  | Spacing  | <u>24 to 29.</u>   | <u>✓</u>                                       |
|   |   |  | <b>Bridge Deck, Angle <u>For</u> <u>7" x 3.5 x 38</u></b>  | <u>7" x 3.5 x 38</u>   | <u>✓</u>                                       |
|   |   |  | Spacing  | <u>29"</u>   | <u>✓</u>                                       |
|   |   |  | <b>Forecastle Deck, Angle <u>For</u> <u>8" x 3 x 38</u></b>  | <u>8" x 3 x 38</u>   | <u>✓</u>                                       |
|   |   |  | Spacing  | <u>24 to 29:</u>   | <u>✓</u>                                       |

W1147-0019 1/3



PILLARS AND DECKS.

|   |                                | INCHES IN SHIP.                                     | Any Departure from Approved Plans to be Noted. |   |                         | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|--------------------------------|---|--|---|-------------------------|-----------------|--|
| <b>PILLARS, No. of Rows.....</b>                                  | } <i>CL GIRDER: 8: TRANSV:</i> |   |  | Stringer Plate, breadth and thickness in way of Bridge .....      | ✓                       |                 |  |
| " in 'tween Decks, Size and Spacing.....                          |                                |   |  | Thickness of Plating abreast Deck openings in way of Wells .....  | ✓                       |                 |  |
| " " " " "   |                                |   |  | Thickness of Plating abreast Deck openings in way of Bridge ..... | ✓                       |                 |  |
| " in Holds " "  |                                |   |  | Thickness of Plating within line of openings.....                 | ✓                       |                 |  |
| " " " " "   |                                |   |  | If Sheathed, material and thickness .....                         | ✓                       |                 |  |
| <b>Centre Line Bulkhead.</b>                                      |                                |   |  | <b>Third Deck. CARGO: FLAT. FWD:</b>                              |                         |                 |  |
| Stiffeners and Spacing.....                                       |                                | <i>WEB FRMS. SUPPORTED BY.</i>                      |  | Stringer Plate, breadth and thickness.....                        | 46" x 46" ✓             |                 |  |
| Plating, thickness of .....                                       |                                | <i>O.T. LONGIT. BULKHEADS. 15'-6" OFF. CL</i>       |  | If Plated, state thickness.....                                   | 42" ✓                   |                 |  |
| <b>STRINGERS AND DECKS.</b>                                       |                                |   |  | <b>Fourth Deck.</b>   |                         |                 |  |
| <b>Uppermost Continuous Deck.</b>                                 |                                |   |  | Stringer Plate, breadth and thickness.....                        | ✓                       |                 |  |
| Stringer Plate, breadth and thickness in Wells                    |                                | <i>89" x 75" to 52" AT ENDS:</i>                    |  | If Plated, state thickness .....                                  | ✓                       |                 |  |
| " " " " " in way of Bridge  |                                | <i>89" x 90"</i>                                    | ✓  | <b>Poop Deck.</b>   |                         |                 |  |
| " Angle in Wells .....  |                                | <i>6" x 6" x 875"</i>                               | ✓  | Stringer Plate, breadth and thickness .....                       | <i>39" x 44" to 34"</i> |                 |  |
| Thickness of Plating abreast Deck openings in way of Wells .....  |                                | <i>.56"</i>   | ✓  | Plating, Sheathing, material and thickness ...                    | <i>PLATED. 25.5-30"</i> |                 |  |
| Thickness of Plating abreast Deck openings in way of Bridge ..... |                                |   |  | <b>Bridge Deck.</b>   |                         |                 |  |
| Thickness of Plating within line of openings...                   |                                |   |  | Stringer Plate, breadth and thickness.....                        | <i>43" x 44"</i>        | ✓               |  |
| If Sheathed, material and thickness .....                         |                                |   |  | Plating, Sheathing, material and thickness ...                    | <i>PLATED. - .34"</i>   | ✓               |  |
| <b>Second Deck.</b>   |                                |   |  | <b>Forecastle Deck.</b>   |                         |                 |  |
| Stringer Plate, breadth and thickness in Wells...                 |                                | <i>94" x 40 to 38" AFT. OF. TANK SPACE on peak.</i> |  | Stringer Plate, breadth and thickness.....                        | <i>36" x 38" to 36"</i> | ✓               |  |
|   |                                | <i>39" x 38" FWD. OF. OIL SPACE.</i>                |  | Plating, Sheathing, material and thickness ...                    | <i>PLATED. - .36.</i>   | ✓               |  |

## SHELL PLATING.

| SCANTLINGS.                                      |               |            |            |            | RIVETING.  |                             |                      |        |                           |                       |        |                        |                       |
|--|---------------|------------|------------|------------|--|-----------------------------|----------------------|--------|---------------------------|-----------------------|--------|------------------------|-----------------------|
| STRAKES.   | AS IN VESSEL. |            |            |            | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES.                      |                      |        | BUTTS.                    |                       |        |                        |                       |
|  | AMIDSHIPS.    |            | FORWARD.   | AFT.       |  | State if jogged? <u>NO:</u> | RIVETS.              |        | NO. OF ROWS<br>OF RIVETS. | RIVETS.               |        | STRAPPED OR<br>LAPPED. |                       |
|  | Breadth.      | Thickness. | Thickness. | Thickness. |  |                             | SINGLE OR<br>DOUBLE. | Diam.  |                           | Spacing<br>cr. to cr. | Diam.  |                        | Spacing<br>cr. to cr. |
|  | Inches.       | Inches.    | Inches.    | Inches.    |  |                             |                      |        |                           |                       |        |                        |                       |
| FLAT PLATE KEEL .....                            | 54"           | 1.0"       | .80"       | .80"       |  | DOUBLE.                     | 1 1/8                | 4 1/2" | 5                         | 1 1/8                 | 4"     | LAP.                   |                       |
| " DBLG. (if any)                                 | 88            |            |            |            |  | ✓                           | ✓                    | ✓      | ✓                         | ✓                     | ✓      | ✓                      |                       |
| BOTTOM PLATING, No. of<br>of Strakes ... 4 ..... | 77            |            |            |            |  |                             |                      |        |                           |                       |        |                        |                       |
|  | 84 1/4        | .70"       | .72"       | .52"       |  | DOUBLE.                     | 7/8                  | 3 1/2. | 5                         | 7/8                   | 3 1/2  | LAP.                   |                       |
| BILGE PLATING, No. of<br>Strakes ..... 1 .....   | 94            |            | .75"       | .52"       |  | "                           | 7/8                  | 3 1/2. | 5                         | 7/8                   | 3 1/2  | "                      |                       |
| SIDE PLATING, No. of<br>Strakes ..... 3 .....    | 79            | .70"       | .52"       | .52"       |  | "                           | 7/8                  | 3 1/2. | 5                         | 7/8                   | 3 1/2  | "                      |                       |
| UPPER DECK, Sheer-<br>strake in Wells .....      | 2-89 1/4      | .64        | .50        | .50.       |  | "                           | 7/8                  | 3 1/8  | 4                         | 7/8                   | 3 1/2. | "                      |                       |
| UPPER DECK, Sheer-<br>strake in Bridge ...       | 78 3/4        | .64        | .50        | .50.       |  | " 1 1/8                     | 1                    | 3 1/8  | 3                         | 1 1/8                 | 4 1/2. | DBL. STRAP.            |                       |
| STRAKE BELOW Sheer-<br>strake in Wells .....     | 59 1/4        | 1.04       |            |            |  | " 1 1/8                     | 1                    | 3 1/8  | 3                         | 1 1/8                 | 4 1/2. | "                      |                       |
| STRAKE BELOW Sheer-<br>strake in Bridge ...      | 59 1/4        | 1.08       |            |            |  | "                           | 7/8                  | 3 1/8  | 4                         | 7/8                   | 4 1/2  | LAP.                   |                       |
| POOP SIDE PLATING .....                          | 78 3/4        | .64        | .50        | .50.       |  | "                           | 7/8                  | 3 1/8  | 4                         | 7/8                   | 4 1/2  | "                      |                       |
| BRIDGE SIDE PLATING ...                          | 78 3/4        | .64        |            |            |  | SINGLE.                     | 5/8                  | 2 1/2. | 2                         | 5/8                   | 2 1/4  | "                      |                       |
| FOREC'TLE SIDE PLATING                           | 84            | .44        |            |            |  | "                           | 1                    | 3 1/2  | 3                         | 7/8                   | 3 1/8  | "                      |                       |
|  |               | .44        |            |            |  | "                           | 3/4                  | 3      | 2                         | 3/4                   | 2 5/8  | "                      |                       |

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— CENTRE. CARGO: BHDS: WING. BHDS:  
Extending to Upper Deck (Sec. 3 c) PEAK & COFFERDAM. BHDS. ETC. = 41 in all.  
,, Deck next below ✓ 14 ✓  
As per Rule ✓

FORGINGS and CASTINGS.

|                                 | Casting or Forging.                    | Scantlings.                                   | Maker's Name. | Any departure from approved plans to be noted. |
|---------------------------------|--|---|---------------|--|
| <b>KEEL, Bar</b> .....          |  |   |               |  |
| <b>STEM</b> .....               |  |   |               |  |
| <b>STERN FRAME</b> {            | Propeller Post .....                   | CASTING - GENERAL STEEL CASTING CO. P.        |               |  |
|                                 | Rudder .....                           | ATLANTIC: PENN. STEEL CAST.                   |               |  |
| <b>RUDDER - A x D</b> .....     | 920                                    | TRUNK CASTING BY -                            |               |  |
| <b>Speed of Vessel</b> .....    | 13 1/2                                 | KNOTS:  |               |  |
| <b>RUDDER</b> mainpiece at head | CASTING:                               | { BY: GENERAL STEEL CASTING CO. P.            |               |  |
| " "                             | heel ...                               | { FORGED STOCK. ) SUN. SHIP:                  |               |  |
| " "                             | how constructed .....                  | { BUILT. ) CAST STEEL FRAME. ) CHESTER PA. B. |               |  |
| " "                             | double or single plate                 | { STEEL PLATES. ) PENN. STEEL CAST.           |               |  |
| " "                             | coupling, vertical or horizontal ..... | { DOUBLE: ) HORIZ. )                          |               |  |

|                 |                   | Plating<br>Thickness.     | STIFFENERS. |                     |             |  |                  |   |   |
|-----------------|-------------------|---------------------------|-------------|---------------------|-------------|--|------------------|---|---|
|                 |                   |                           | VERTICAL.   |                     | HORIZONTAL. |  |                  |   |   |
|                 |                   |                           | Scantlings. | Spacing.            | Scantlings. | Spacing.   |                  |   |   |
| MIDSHIP BULKHD, | Upper tween decks | CENTRE: .40<br>.44<br>.52 | ✓           | 10" x 3 1/2" x .52. | 31"         | 2. HORT. WEBS.<br>1 @ 40" DEEP.<br>1 @ 57" DEEP. |                  |   |   |
|                 | "                 | "                         |             |                     |             |  | "                | " | " |
|                 | "                 | "                         |             |                     |             |  | "                | " | " |
| "               | Second            | wing: .42<br>.46<br>.52   | ✓           | 10" x 3 1/2" x .52  | 34"         | 2. HORT. WEBS.<br>29" DEEP.                      |                  |   |   |
| "               | Third             | "                         |             |                     |             |  | "                | " |   |
| "               | Holds             | "                         |             |                     |             |  | "                | " |   |
| COLLISION       | (in Hold)         | .35                       | ✓           | 6" x 3" x .34       | 26"         | ✓  |                  |   |   |
|                 | "                 | To .52                    |             |                     |             |  | 10" x 3.5" x .46 | ✓ | ✓ |
| AFTER PEAK      | "                 | .375                      | ✓           | 10" x 3.5" x .375   | 27"         | ✓  |                  |   |   |
|                 | "                 | To .56                    |             |                     |             |  | ✓                | ✓ |   |


STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)  
Walt. Steel Co.: Phoenix Iron Co. Carnegie Illinois Steel Corp: Bethlehem Steel Co.  
Lucas Steel Co.  
Has the Steel been tested as required by the Rules? YES: ☒



Rpt. 1\*.

M.V. "LOUISIANA" YARD: N<sup>o</sup> 163:  
PARTICULARS OF LONGITUDINAL FRAMING.

Phl. Rpt. No. 7314

| FRAMING.   |  | AMIDSHIPS.                  |      |      | ENDS.   |      |      | AMIDSHIPS.                       |      |      | ENDS.                    |      |      | RIVETING.                      |       |  |         |                                  |           |
|--|--|-----------------------------|------|------|---|------|------|----------------------------------|------|------|--------------------------|------|------|--------------------------------|-------|--|---------|----------------------------------|-----------|
|  |  | 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. |         | Rivets in Brackets to Bulkheads. |           |
|  |  | Ins.                        | Ins. | Ins. | Ins.  | Ins. | Ins. | Ins.                             | Ins. | Ins. | Ins.                     | Ins. | Ins. | Ins.                           | Diam. | Speng.   | Inches. | Number.                          | Diameter. |
| Framing of  |  | IN CENTRE TANK. BOTTOM.     |      |      | CHANNELS.   |      |      |                                  |      |      |                          |      |      | 7/8" 5/4"                      |       | 3" FOR. 10 RV. EACH SIDE. 8 RV. " " "                        |         | OF BHD. " TR. FRAME: 16. 7/8"    |           |
| Frames in Bridge 'tween Decks ...  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Frames from Uppermost Continuous Deck No. 1  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| LONG <sup>TL</sup> N <sup>o</sup> 1. To 5:   |  | 18" x 4" x .50"             |      |      | 18" x 4" x .50" L. BACK BARS: 4" x 4" x .44. FITTED ON ALL LONG <sup>TL</sup> IN. NO IN 2. CARGO TANKS. |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 2  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 3  |  | TRANSVERSE IN WINGS:        |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 4  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 5  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 6  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 7  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 8  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 9  |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 10   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 11   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 12   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 13   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 14   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 15   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| " 16   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Spacing of Longitudinal Frames   |  | Amidships                   |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | At Ends                     |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Double Bottoms L, L or C   |  | Tank Top Longitudinals      |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Bottom                      |      |      | TRANSVERSE: FLOORS IN MACHINERY SPACE:  |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Spacing of Longitudinals   |  | Amidships                   |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | At Ends                     |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Transverses.   |  |                             |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| In Bridge 'tween Decks   |  | Depth and Thickness         |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Face Angles                 |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Lugs to Shell*              |      |      | TRANSVERSE FRAMING:   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| In Upper 'tween Decks.   |  | Depth and Thickness         |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Face Angles                 |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Lugs to Shell*              |      |      | CENTRE TANK BOTTOM: 55" x .52" ✓  |      |      | LI. DECK AT CENTRE: 28" x .44" ✓ |      |      |                          |      |      | 7/8 5/4"                       |       |  |         |                                  |           |
| In Hold.   |  | Depth and Thickness         |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Face Angles                 |      |      | DBL. B.A. 9" x 3.5" x .50" ✓  |      |      | L 6" x 4" x .50" ✓               |      |      |                          |      |      | 7/8 3 15/16"                   |       |  |         |                                  |           |
|  |  | Lugs to Shell*              |      |      | L 6" x 6" x .50" ✓  |      |      | L 3 1/2 x 3 1/2 x .44" ✓         |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | " " Back Bars               |      |      | NONE.   |      |      | NONE.                            |      |      |                          |      |      | 7/8 3 1/2"                     |       |  |         |                                  |           |
|  |  | Brackets                    |      |      | TO WING BHD: 77" x 84" x .52" ✓   |      |      | TO WING BHD: 42" x 42" x .44" ✓  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Spacing of Transverse Frames   |  | 9'-8"                       |      |      | 9'-8"   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | State if joggled or liners. |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
| Longitudinal Beams of L, L or C  |  | Bridge Deck                 |      |      | TRANSVERSE FRAMING. IN CENTRE TANK: BA - 8" x 3 1/2" x .46" ✓   |      |      |                                  |      |      |                          |      |      | 31"                            |       |  |         |                                  |           |
|  |  | Upper                       |      |      |   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Second                      |      |      | TRANSVERSE FRAMING:   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |
|  |  | Third                       |      |      | TRANSVERSE FRAMING:   |      |      |                                  |      |      |                          |      |      |                                |       |  |         |                                  |           |

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.

Im. 10.29. T.

Made in England

1 WTD B (Exhaust gas fired) 227hp



| EQUIPMENT No 47924:    |                    |                    |                  |                        | LETTER <i>at</i>             | ANCHORS. 3.B. 15:      |                   |   |                             |
|------------------------|--------------------|--------------------|------------------|------------------------|------------------------------|------------------------|-------------------|---|-----------------------------|
| 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. |                             |
| 12898.                 | 1st Bower          | 9100               | ✓                | ✓                      | ✓                            | 132384.                | BALDT: STOCKLESS. | BALDT: ANCHOR                             | CHESTER PA: 13/4/37. W.H.R. |
| 12899.                 | 2nd "              | 9050               | ✓                | ✓                      | ✓                            | 132384                 | " "               | " "                                       | " "                         |
| 12894:                 | 3rd "              | 7700.              | ✓                | ✓                      | ✓                            | 122640.                | " "               | " "                                       | " "                         |
|                        | Collective weight: | 25850              |                  |                        |                              |                        |                   |   |                             |
| 12896:                 | Stream             | 2650               | ✓                | ✓                      | ✓                            | 54432.                 | " "               | " "                                       | " "                         |

| 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.       |
| Fathoms.                | Ins.                      | Stagn. Break. Tons.   | Supplied. Per Rule.    | Fathoms.                      | Ins.               |                            |  |                 | Fathoms. Ins.                   |
| 3770:                   | 150. 2 3/16.              | 273085 382315         | 42205.                 | ✓                             | 300. 2 3/16.       | DI-LOK. BALDT: STUD. LINK. | CHESTER PA. 25/1/37. OM.                   | TOWLINE...      | 130: 5 1/2.                     |
| 3756.                   | 150. 2 3/16.              | 273085 382315         | 42205.                 | ✓                             | ✓                  | DITTO: "                   | CHESTER PA. 21/5/37. OM.                   | HAWSERS & WARPS | 2@100 ft. 8" CIR. HEMP. HAWSERS |
|                         |                           |                       |                        |                               |                    |                            |  |                 | 2@100 " 8" " " WARPS            |
| Stream Chain Steel Wire | 120. 4 3/4.               | ✓                     | ✓                      | ✓                             | ✓                  | As appra. ✓                | ✓  | ✓               | ✓                               |

Steering Gear, Steam *Hyde: Windlass Co: Hydraulic: T.E. Motor.* Steering Gear, Hand *Hyde: Windlass Co:*

Boats *6: Boats: steel: 2 with Quad. Motors:* Steering Chains, Size and Test ✓ Windlass *Hyde: Windlass Co: 12K14:*

Coiling in Holds, thickness and material *FORWARD: FELE HO: 17'-1" x 11'-7" x 30" - STEEL, HINGED: LID:* Cargo Battsens, thickness, material and spacing ✓

Cargo Hatchways. — (Upper Deck) *CIRCULAR: 6'-0" x 4'-0" x 3/8 HINGED: STEEL TOP.* 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 ✓

Builder's Signature *John W. H. de la.*  
*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 the 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 drill:*

*The Chain Cables are Baldt Patent Di-Lok. Stud Link and were tested to our requirements ✓*

*The Vessel is fitted with a ~~gyro compass~~ Direction finder. Echo sounding device.*

*A. Steam vacuuming system is fitted to all tanks:*

*A Copy of the Underwriting section is attached herewith for reference.*

*Copies of other approved plans will be forwarded on completion of the two remaining sister vessels:*

*Copy of Interim Certificate is attached:*

P.T.O.

The amount of Entry Fee ..... *\$ 55.00* :  
Special Survey Fee..... *\$ 310.70* :  
Travelling Expenses, if any *\$ 79.00* :  
(New York Expenses) *100.00* :

Fees applied for,  
*12 Aug. 1937*  
Received by me,  
*22/10/37 R.B.H.*

I am of opinion the Vessel should be Classed *100-A1: "Carrying petroleum in Bulk"; Longitudinal framing at Bottom and Deck in Centre Tanks:*

Signature *J.T. Callaghan*  
*Surveyor to Lloyd's Register of Shipping.*

State whether the Vessel has been built under Special Survey *YES* ✓

Certificate to be sent to *N.Y.R.* Date of issue *13/1/38*

Committee's Minute

Character assigned *+100A1*

*Carrying Petroleum in bulk*  
*+ LMC 7.37*

*Note. Longitudinal framing at bottom and deck in Centre Tanks*

*Equip. ltr dt*  
*Lloyds A & C.P.*

*Oil Engines C.L.*

*2 WTDB - 227 lb*

*1 WTDB (Exhaust gas fired) 227 lb*

*TUES 11 JAN 1938*  
*As new subject*  
*(Write N.Y.K. (S.M.))*

Lloyd's Register  
Foundation

W1147-00193/3



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.)

A copy of sketch showing additional compensation in way of Bunker mess. is attached. This work has been carried out satisfactorily, and the tanks in way protected as required.

|   |           |       |        |        |            |
|---|-----------|-------|--------|--------|------------|
| Particulars of Drop Test of Cast Steel Anchors, viz.:—<br>Weight, Surveyor's Initials,<br>Number of Certificate, Date<br>of Test. | 1st Bower | 9100. | W.H.R. | 12898  | 13: 4: 37. |
|   | 2nd "     | 9050  | W.H.R. | 12899  | 13. 4: 37. |
|   | 3rd "     | 7700  | W.H.R. | 12894. | 13. 4. 37  |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 113.7 ft., R.Q.D. ✓ ft., Bridge 41.8 ft., Forecastle 57.3 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) ✓ 10h

Official No. 236493 ; Signal Letters W O Y O Is bottom of Vessel coated with cement No. if not give particulars of composition ✓

#### PARTICULARS OF WATER BALLAST.—

| Where Fitted.                             | *Length.<br>Feet. | Water Capacity.<br>Tons. | Where Fitted.  | *Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft,                       | ✓                 | ✓                        | Fore peak tank,  | <u>24.5.</u>      | <u>41.4.</u>             |
| Double bottom, under Engines and Boilers, | ✓                 | ✓                        | After peak tank,                                       | <u>18.0.</u>      | <u>115.3.</u>            |
| Double bottom, if under Engines only,     | <u>82.0.</u>      | <u>276.9.</u>            | Deep tank, aft,  | ✓                 | ✓                        |
| Double bottom, if under Boilers only,     | ✓                 | ✓                        | Deep tank, forward,                                    | ✓                 | ✓                        |
| Double bottom, forward,                   | ✓                 | ✓                        | Other tanks, if fitted,                                | ✓                 | ✓                        |
| Total capacity of double bottom           |                   | <u>276.9.</u>            | (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. 490

Date

10. August. 1936.

Dates of surveys held while building

1936 Nov. 2. 11. 14. 17. 24. 27. 30. Dec. 2. 3. 4. 15. 18. 21. 29. 1937 Jan. 4. 12. 13. 14. 15. 18. 28.  
FEB. 2. 8. 11. 12. 18. 19. MARCH: 3. 4. 9. 16. 17. 18. 19. 23. 24. 25. 26. 29. 30. 31. APRIL: 1. 2. 5. 6. 7. 8.  
9. 12. 13. 14. 15. 16. 20. 23. 26. 30. MAY: 5. 6. 7. 10. 13. 14. 19. 20. 21. 26. JUNE: 1. 2. 3. 16. 25.  
JULY: 6. 7. 12. 19. 22.

Total No. of Visits

79.