

STEEL STEAMER or MOTORSHIP.

Received at London Office

28 JAN 1937

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 18th January 1937 Port of Copenhagen No. 10125Survey held at Copenhagen Date First Survey 3rd January 36 Last Survey 12th January 1937On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Motor Tanker "Esso Belgium" (Mach. aft.)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling - Longitudinal Framing State Type of Erections Poop, Bridge, Forecastle.TONNAGE under Tonnage Deck 9675.11 CLASS 100 A1 (Carrying petroleum in bulk) State if with freeboard as condition of Class No. Built at CopenhagenDo. 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 485'0" Launched 7th November 36 Yard No. 623Total ✓ Breadth (greatest moulded) B 74'6" Builders Messrs. Burmeister & WainGross Tonnage 10568.23 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" Owners American Petroleum CompanyRegister Tonnage 5557.22 1st Longitudinal Number (L x D) = 17945 Managers ✓ (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 51410 Residence ✓REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓ Port of Registry AntwerpProportions—Depth to Length—Uppermost continuous deck to top of keel 13.108 If surveyed while building, afloat, and in dry dock yesDo. Long Bridge to top of keel ✓Draught Moulded 29'8 5/8

Frames, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
MES, Spacing amidships <u>Longitudinal framing see Rpt 1* attached.</u>			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead.....			" " Reversed Frame		
" " in peaks.....	<u>610</u>	<u>✓</u>	" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships <u>1980 x 15.5</u>		<u>✓</u>
Frame Amidships, Angle, [or].....			" " top Angles <u>2 x 90 90 12.5</u>		<u>✓</u>
" " Extends up to.....			" " bottom Angles <u>2 x 130 130 15</u>		<u>✓</u>
Reversed Frame Amidships, Angle.....			Side Girders, No. each side and thickness <u>3 off 13</u>		<u>✓</u>
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or].....			Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, [or].....			" " Vertical Angle to Tank side		
" " Third <u>in Afterpeak from keel to stringer L double at aftermost 6 frames</u>	<u>150 150 12.5</u>		Bracket forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle or [.....	<u>230 90 12</u>		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>where applicable</u>	<u>22 riv. 122 spacing</u>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....		
State if Frame Joggled <u>no</u>	<u>25 " 140 " 2 rows</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Swif frame on <u>77 x 84</u>	<u>75 to Coll. bhd. 3 stringers</u>		INNER BOTTOM PLATING.		
NTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>60 by deck 915 x 10.5 plate</u>		Breadth and thickness of Middle Line Strake <u>1460 x 14</u>		<u>✓</u>
ockets <u>915 x 9</u> shell angles <u>1150</u> 13 stringers <u>990 x 9</u>	<u>3 tiers of beams 280 x 90 x 14</u>		Thickness of remainder in <u>Motor Room</u>	<u>14</u>	<u>✓</u>
RENGTHENING OF BOTTOM FORWARD. State Particulars.....	<u>1220 spacing</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>✓</u>	
NGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....			Uppermost Continuous Deck, amidships		
Height of Brackets at side above base line at toe of frame.....			" " in Wells, Angle, [or].....		
Middle Line Keelson, on Floors, Angles, [or].....			" " in way of Bridge, Angle, [or].....		
" " Through Plate or Intercoastal Plate.....			Spacing.....		
" " Foundation Plate on Floors.....			Second Deck, amidships, Angle, [or].....		
" " Flat Plate Keel Angles.....			Spacing.....		
Side Keelsons, No. each side.....			Third Deck, amidships, Angle, [or].....		
" " thickness of Intercoastal Plate.....			Spacing.....		
" " Angles.....			Fourth Deck, amidships, Angle, [or].....		
DOUBLE BOTTOM. <u>aff.</u>			Spacing.....		
Solid Floors, thickness and spacing.....	<u>13 x 762</u>	<u>✓</u>	Poop Deck, Angle, [or].....		
" " Are Frame and Reversed Frame joggled?.....	<u>yes.</u>	<u>✓</u>	Spacing.....		
Bracket Floors, breadth and thickness at middle line.....			Bridge Deck, Angle, [or].....		
" " breadth and thickness at margin plate.....			Spacing.....		
			Forecastle Deck, Angle, [or].....		
			Spacing.....		

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.
PILLARS , No. of Rows.. <i>2 longitudinal bulkheads</i>				
<i>150-150-111</i> and <i>center girder. 1995x10</i>				
" in <i>between Decks, Sills and Spacing</i>				
" <i>200x75x10</i>				
" <i>230x90x11</i>				
" in Holds				
" " " " "				
<i>2 side</i>				
Center Line Bulkheads				
Stiffeners and Spacing... <i>5-380x100x14.5 to 5-200x90x10</i>				
<i>1040 within height of transverse</i>				
<i>762 above</i>				
Plating, thickness of <i>14.5; 11.5; 10.5; 10; 11.5</i>				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells <i>2000x20.5</i>				
" " " " in way of Bridge <i>2000x24</i>				
Angle in Wells <i>180 180 20</i>				
<i>on Bridge ends and Poop</i>				
Thickness of Plating abreast Deck openings <i>18</i>				
in way of Wells <i>one strike each side</i>				
Thickness of Plating abreast Deck openings <i>22.5</i>				
in way of Bridge <i>hams 57.5 69</i>				
(where <i>shakes abreast</i>)				
Thickness of Plating within line of openings... <i>12.5</i>				
If Sheathed, material and thickness				
Second Deck. aft				
Stringer Plate, breadth and thickness in Wells... <i>10</i>				
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				
Second Third Deck. forward				
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. State if jogged? <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	<i>inches</i>	<i>inches</i>	<i>inches</i>	<i>inches</i>			<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>		
FLAT PLATE KEEL	<i>2070</i>	<i>24</i>	<i>21</i>	<i>21</i>	<i>2040 x 24 amidships</i>	<i>2</i>	<i>25</i>	<i>95</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>single strap E. W. inside</i>	
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>23</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>single strap</i>	
BOTTOM PLATING No. of Strakes <i>A. B. C.</i>	<i>1870</i>	<i>23</i>	<i>18</i>	<i>13</i>	<i>13 at ends approved</i>	<i>3 x 2 rows</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>E. W. inside double strap</i>	
BILGE PLATING No. of Strakes <i>D. E. F.</i>	<i>1750</i>	<i>23</i>	<i>14</i>	<i>13</i>	<i>side shell in plates approved</i>	<i>2 x 2</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>strap</i>	
SIDE PLATING No. of Strakes <i>G. H. I. J.</i>	<i>1900</i>	<i>23</i>	<i>14</i>	<i>13</i>	<i>12.5</i>	<i>3 x 3</i>	<i>22</i>	<i>89</i>	<i>4</i>	<i>22</i>	<i>89</i>	<i>Lapped double strapped</i>	
UPPER DECK, Sheer-strake in Wells <i>K.</i>	<i>2050</i>	<i>15.5</i>	<i>13</i>	<i>12.5</i>	<i>12.5</i>	<i>1 x 2</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
UPPER DECK, Sheer-strake in Bridge <i>L.</i>	<i>2080</i>	<i>23.5</i>	<i>13.5</i>	<i>12.5</i>	<i>12.5 at ends appr.</i>	<i>2</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Wells <i>M.</i>	<i>2100</i>	<i>27</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
STRAKE BELOW Sheer-strake in Bridge <i>N.</i>	<i>2000</i>	<i>20.5</i>	<i>13</i>	<i>12.5</i>	<i>12.5 approved</i>	<i>2</i>	<i>25</i>	<i>100</i>	<i>4</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
POOP SIDE PLATING	<i>2090</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>22</i>	<i>89</i>	<i>2</i>	<i>19</i>	<i>76</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING <i>2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>12.5</i>	<i>✓</i>	<i>✓</i>	<i>19</i>	<i>76</i>	<i>2</i>	<i>19</i>	<i>76</i>	<i>Lapped</i>	
FORECASTLE SIDE PLATING <i>2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>10.5</i>	<i>✓</i>	<i>✓</i>	<i>22</i>	<i>89</i>	<i>2</i>	<i>22</i>	<i>80</i>	<i>✓</i>	
	<i>✓</i>	<i>11.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>19</i>	<i>76</i>	<i>2</i>	<i>19</i>	<i>76</i>	<i>✓</i>	
	<i>✓</i>	<i>13.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>22</i>	<i>89</i>	<i>2</i>	<i>22</i>	<i>80</i>	<i>✓</i>	
	<i>✓</i>	<i>✓</i>	<i>11.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>19</i>	<i>76</i>	<i>2</i>	<i>19</i>	<i>76</i>	<i>✓</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	16
„ Deck next below	✓
As per Rule	8

FORGINGS and CASTINGS.

	Casting or Forging.	Scanlings.	Maker's Name.	Any departure from approved plans to be noted.
Stem upper part soft nose, plate 22-18 ✓				
KEEL, Bar		30	290k	
STEM lower part casting		35	Stahlwerk Krieger Düsseldorf	
STERN FRAME { Propeller Post	casting	15	approved	
{ Rudder				
Speed of Vessel		12 1/4 knots.		
RUDDER—Type		streamline		
" A x D		1300		
" Diam. of head	cast plate forged	17 5/8	Burmeister & Wein	16 5/8
" Mainpiece at top pintle	casting		Bochumer Verein A.G. Bochum	
" " heel ...		7 1/2		
" how constructed		11 7/8 horizontal webs		
" double or single plate		12 5/8 vertical webs		
" coupling, vertical or horizontal		12.5 vertical	horizontal.	

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
		10				
MIDSHIP BULK'D,	in centre	11	✓	to	5150 × 75 × 8	
	second tanks	11.5			5250 × 90 × 11	76
"	"	13.5	✓			
"	"	11	✓	to	5180 × 90 × 10	
"	third side tanks				5250 × 90 × 12	76
"	"	11	✓			
	Holds	14.10, 8.5, 7.5		5280 × 90 × 12	762	✓
COLLISION	(in Hold)	14.10, 8.5, 7.5				✓
AFTER PEAK	"	13.15, 9.5, 8.5		5280 × 90 × 12	762	✓
	"	14.10, 8.5, 7.5		5180 × 75 × 8	762	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process*
The Steel Comp. of Scotland Colvilles Ltd, Middlesbrough (Kaiser Brewery
Köste) Dortmund & der Lüthkeverein, Werk Holzde. Rirets: Gutschaffing & Co
 Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No 53184										LETTER ft		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
2883	1st Bower ...	87	2	14	✓	✓		62	5	0	0	85 7/8	stockless	O. Gruson Magdeburg Buckau	19.6.36 Stolte
2884	2nd „ ...	87	1	3	✓	✓		62	5	0	0	“	“		
2885	3rd „ ...	87	1	3	✓	✓		62	5	0	0	“	“		
	Collective weight.	262	0	20	✓	✓		✓	✓	✓	✓	257 1/2	“		
2886	Stream	35	0	18	✓	✓		32	11	1	0	33 1/8	“		

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.		Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
1301	302	2 5/8	120	169	107	2.8	1040	300	2 5/8	stud link	J.D. Thiele Schwerte Ruhr.	4.8.36 Jul. Quast	TOWLINE	130	5 1/2	88	130	5 1/2	
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	100	8	22.6			
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4 off.	manila				
on Stream	120	5	59	73.9	✓	✓	✓	120	5		Gustav Kock. A/G.	✓	✓			Jacob Holm & Sønner Cph.			

Steering Gear, Steam *Atlas Werke Bremen* Steering Gear, Hand *YLS*
 Boats *23.95 + 7.75 + 3.4 1 off Galvanized Steel Boats, Hooks Mills Type C.*
24.0 + 7.8 + 3.35 2 off Steering Chains, Size and Test *✓* Windlass *steam, Atlas Werke*
23.9 + 7.8 + 3.35 1 off
 Ceiling in Holds, thickness and material *N:1 hatch 6100 + 2745*
 Cargo Hatchways. (Upper Deck) *270 T. hatches 2135 + 1220* Thickness of Hatches *11.5 coaming. 11.5 plate cover*
+ 800 + 10.5 till *12.5 plate covers.*
 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 *✓*

AKTIESELSKABET
 BURMEISTER & WAINSKIN-
 Builder's Signature *[Signature]*

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 *✓*
 (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 approved plans, the Secretary's letters and as required by the Society's Rules for the class contemplated and to my satisfaction regarding the workmanship.

The vessel is intended to carry petroleum in bulk. All oil tanks, fuel oil and lubricating tanks, cafferdams, fresh water and peak tanks have been tested as required by the Rules and found satisfactory. Decks clear of oil tanks have been tested by water hose and found tight and in order.

The butts of the keel strake and of A.B. and C strakes have been welded with approved electrodes

The amount of Entry Fee *Kr 268.80* Fees applied for, *25. 1. 19 30/11/37*
 Freeboard *448.00*
 Special Survey Fee *153.58.56* Received by me, *17. 3. 19 37/17/3*
 Travelling Expenses, if any £ *35.00*
 Late fees *210.00*

I am of opinion the Vessel should be Classed ** 100 A1*
Cruiser stern, carrying Petroleum in Bulk
(Arcform) Long framing
 Signature *HK. Juul.*
 Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *yes*
 Certificate to be sent to *Surveyors office* Date of issue *18/2/37*

Committee's Minute *FRI 5 FEB 1937*
 Character assigned *+ 100 A1*
Carrying petroleum in bulk
Lloyds ARCP + Linc 1.37 Oil Eng CL
2 SB. 200 lb 1 SB 214 lb.
Write An. ESS 53,

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.)

Also all stiffeners to steel hatch covers electrically welded.
Test pieces from electrodes and from work done by
different welders during construction formed in order.
The vessel is fitted with Echo sounding device (Atlas
Werke, Bremen) and Gyro Compass and direction finder.

NB. After the launch the vessel was examined
internally. In Nos. 6, 7, 8 and 9 centre tanks the ends of longitudi-
nals Nos. 20 & 21 portside and starboard which were situated
over the launching ways were found slightly set over in way
of the brackets which were also buckled. This occurred in
spite of the preventive measures taken which consisted of
fitting wood struts and timbers from No. 4 to 8 centre tanks.

On examination in dry dock on the 9th of
December 1936 the B. Strake was found very slightly
set up in way of the damaged longitudinal.

The longitudinals were released and the shell
and longitudinals faired in place and the brackets
renewed or faired as necessary.

List of approved plans and certificates forwarded
herewith attached.

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

E.S.D. (Echo sounding device)
D.F. (Direction finder)

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

1st Bower	Head 58.0.9 Shank 23.3.19	12 feet casting	L.R. 1275 1279
2nd "	Head 58.1.3 Shank 23.2.10	12 feet casting	L.R. 1276 1278
3rd "	Head 58.1.25 Shank 23.1.18	12 feet casting	L.R. 1277 1280
Stream	22.2.13 10.0.7.	12 feet casting	L.R. 1281 1282

N. Stoltz
3.6.1936.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 327.65 ft. R.Q.D. v ft., Bridge 121.90 ft. Forecastle 108.20 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
= 107.5' = 40' = 35.5'

No. and Material of Decks 1 deck, steel.

Official No. 2; Signal Letters O.S.V.A. Is bottom of vessel coated with cement No if not give
particulars of composition cement washed in fore- and afterpeak and fresh water tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 13-29 Freshwater	85'	43.5	Fore peak tank,	31	320
Double bottom, under Engines and Boilers 30-35 Lubricating oil 24.58 tons		26.5	After peak tank,	21	228
Double bottom, under Engines only 36-45 Freshwater		63.5	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		133.5	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 85

Date 7 Nov. 1935

Dates of Surveys
held while building

Jan. 36. 3. 7. 10. Feb. 6. 18. 14. March. 31. April. 2. 6. 14. 18. 21. 23. 24. 28. May. 5. 11. 16. 22. 19.
June. 2. 3. 6. 13. 15. 20. 26. 29. 30. July. 2. 6. 9. 10. 11. 13. 15. 18. 20. 21. 22. 24. 28. 29. Aug. 3. 7.
5. 10. 11. 24. Sept. 1. 2. 5. 7. 11. 12. 14. 15. 16. 21. 22. 23. 26. 28. 29. 30. Oct. 7. 13. 5. 6. 7. 8. 9. 10. 12.
15. 16. 17. 19. 20. 21. 22. 23. 24. 26. 27. 28. 29. 30. 31. Nov. 2. 3. 4. 5. 6. 7. 10. 13. 16. 18. 19. 26.
Dec. 4. 5. 9. 14. 17. 22. 28. January 1937 8. 11. 12.

Total No. of Visits 112

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Superintendent.
2802	1st Bower	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts.	stockless 10. Gruson	19.6.36	
		87 2 14		62 5 0 0	85 7/8			

Rpt. 1*.

M.S. "Esso Belgium" PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.	
		2nd ends in No 2 to 9 tanks			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.	
		In Ship.			In Ship.									Diam.	Speng.	Number.	Diameter.
Framing of \perp , \angle or E																	
Frames in Bridge 'tween Decks ...		165	75	9.5	✓	✓	✓	165	75	9.5	✓	✓	✓	✓	✓	✓	✓
Frames from Uppermost Continuous Deck No. 1		200	90	13	180	90	10	200	90	13	180	90	10	22	133	✓	8 1/2 22
" 2		200	90	13	180	90	10	200	90	13	180	90	10	"	"	✓	9 1/2 "
" 3		230	90	11	180	90	10	230	90	11	180	90	10	"	"	✓	9 1/2 "
" 4		230	90	11.5	180	90	10	230	90	11.5	180	90	10	"	"	✓	10 1/4 "
" 5		250	90	11	200	90	10	250	90	11	200	90	10	"	"	✓	10 1/4 "
" 6		250	90	13	200	90	13	250	90	13	200	90	13	"	"	✓	14 "
" 7		280	90	12	200	90	13	280	90	12	200	90	10	"	"	12 rivets in 99	11 "
" 8		280	90	12	230	90	11	280	90	12	230	90	11	"	"	spacing	" "
" 9		280	90	13	250	90	11.5	280	90	13	230	90	11	"	"	spacing	" "
" 10		280	90	13.5	250	90	12.5	280	90	13.5	250	90	12.5	"	"	12 rivets in 78	14 1/2 "
" 11		300	90	13	250	90	12	300	90	13	230	90	11.5	"	"	spacing	16 1/2 "
" 12		300	90	14	280	90	12	300	90	14	250	90	11	"	"	spacing	12 "
" 13		340	100	13	280	90	13	340	100	13	280	90	12	"	"	12 rivets in 89	18 1/2 "
" 14		380x11	100x		280	90	13.5	380x11	100x		280	90	12	25	150	25 1/2	22 "
" 15		435x11	99x11.5		300	90	13	435x11	99x11.5		300	90	13	"	"	spacing	24 "
No 18 Long. Bulkhead		485x11	100x9.5	12.16	300x9.5	14		485x11	100x9.5	12	Bottom Long. in No 1 Tank			"	"	spacing	" "
Spacing of Longitudinal Frames		Amidships	762		190	340x100x13.5		762			340x100x13.5			25	113	in bhd. stiffeners	
		At Ends	510 to 610		24			917			in No 1 Tank			throughout		where L bar shell longitud.	
Double Bottoms \perp , \angle or E		In Motor Room transverse frames and floors.															
Spacing of Longitudinals		Amidships															
		At Ends...															
Transverses.																	
In Bridge 'tween Decks		Depth and Thickness		762x9.5	✓	762x9.5		✓	762x9.5		✓	762x9.5		✓	762x9.5		✓
		Face Angles		75 Flange	✓	75 Flange		✓	75 Flange		✓	75 Flange		✓	75 Flange		✓
		Lugs to Shell*		90 90 9.5	✓	90 90 9.5		✓	90 90 9.5		✓	90 90 9.5		✓	90 90 9.5		✓
In Upper 'tween Decks side tanks		Depth and Thickness		1375-762x12.5	✓	1375-762x12.5		✓	1375-762x12.5		✓	1375-762x12.5		✓	1375-762x12.5		✓
		Face Angles		180 90 12	✓	180 90 12		✓	180 90 12		✓	180 90 12		✓	180 90 12		✓
		Lugs to Shell*		150 150 12.5	✓	150 150 12.5		✓	150 150 12.5		✓	150 150 12.5		✓	150 150 12.5		✓
In Hold. centre tanks		Depth and Thickness		1870x12.5	✓	1870x12.5		✓	1870x12.5		✓	1870x12.5		✓	1870x12.5		✓
		Face Angles		280 90 13	✓	280 90 13		✓	280 90 13		✓	280 90 13		✓	280 90 13		✓
		Lugs to Shell*		150 150 12.5	✓	150 150 12.5		✓	150 150 12.5		✓	150 150 12.5		✓	150 150 12.5		✓
		Back Bars		90 90 12.5	✓	90 90 12.5		✓	90 90 12.5		✓	90 90 12.5		✓	90 90 12.5		✓
		Brackets		11 Flange	✓	11 Flange		✓	11 Flange		✓	11 Flange		✓	11 Flange		✓
Spacing of Transverse Frames		12'0 10'0 12'0 12'0 10'0 12'0 12'0 10'0 12'0 7'6 in No 1 Tank															
		State if joggled or liners. no															
Longitudinal Beams of \perp , \angle or E		Bridge Deck		150 75 9.5	✓	150 75 9.5		✓	150 75 9.5		✓	150 75 9.5		✓	150 75 9.5		✓
		Upper "centre		230 90 11	✓	230 90 11		✓	230 90 11		✓	230 90 11		✓	230 90 11		✓
		Upper "sides		230 90 11	✓	230 90 11		✓	230 90 11		✓	230 90 11		✓	230 90 11		✓
		Second " " " " "		180 75 9.5	✓	180 75 9.5		✓	180 75 9.5		✓	180 75 9.5		✓	180 75 9.5		✓
		Third " " " " "															
		1 trans. beam with 2 " beams "															
		Spacing. In Ships. and As approved.															
		Plate. Angles. Plate. Angles.															
		250x9.5 L 230x9.5x12.5															
		900x11 L 150x90x12															
		800x10 L 150x90x10															
		490x9.5x10 fwd															
		305x10 L 150x75x10 aft															
		290x9.5x10															

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.