

STEEL STEAMER or MOTORSHIP.

Received at London Office AUG 20 1937

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report

19th Aug 1937Port of NEWCASTLE-ON-TYNENo. 95349Survey held at Walter-on-SydeDate First Survey 12 Oct 1936Last Survey 17 Aug 1937On the (State if Machinery fitted *Aft and*
if Single, Twin or Triple Screw)M.V. "BRITISH RESOLUTION"Machinery aft. Single ScrewState Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)Full ScantlingState Type of Erections P.B. & F.TONNAGE under
Tonnage Deck...7422.85CLASS Petroleum in bulk (State if with freeboard)
as condition of Class)

No.

Built at Walter-on-Syde NewcastleDo. 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)FEET.
481.7
L 464.2Launched 27th May 1937 Yard No. 1514

Total

Breadth (greatest moulded)

B 61.75Builders Swan Hunter & Wigham Richardson Ltd.

Gross Tonnage

8297.64Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D 34.04Owners British Tanker Co. Ltd.

Register Tonnage

4935.501st Longitudinal Number (L x D) = 15801Managers ✓
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 44466Residence ✓

REGISTERED DIMENSIONS.

FEET.

Length 466.3Framing Depth "d," at middle of length. See
Sec. 3 (1d)13.63Port of Registry London

Breadth

61.9Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel13.63

If surveyed while building, afloat, or in dry dock

Depth

33.95Draught Moulded 27.42Building afloat & in dry dock

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	30" in long tanks No 3.4.5.6.7		Bracket Floors, Frame	none	
" " from 1/2 length to Collision bulkhead	28 1/2" "short" No 1.2.7.8.9		" " Reversed Frame	none	
" " in peaks	27"		" " Vertical Struts	none	
" " machinery space See also Rpt 1 & 2 for particulars of long framing	24"		Centre Girder, depth and thickness amidships	63" x 54" x 46	
DE FRAMING. particular of long framing	30"		" " top Angles	double 3 1/2" x 48" x 44"	
Frame Amidships, Angle, E or F	11 3 1/2" x 43" No 1 Tank		" " bottom Angles	5" x 5" x 54" x 50"	
" " Extends up to	10 3 1/2" x 40" No 2 & 3 Tanks		Side Girders, No. each side and thickness	2	62" x 42" x 50" x 42"
Reversed Frame Amidships, Angle	9 3 1/2" x 40" upper deck		Margin Plate depth (excl. of flange) and thickness	5 1/2"	
" " Extends up to	10 3 1/2" x 40" upper stringer & upper dk. all.		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	9" x 10"		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	10 3 1/2" x 40" 7"		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, E or F	8 3 1/2" x 44" alt & scarfed		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
" " Third " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	3'3" x 46	
Framing in Peaks, Angle or F	8 3 1/2" x 46		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8" - 4 7/8"		Breadth and thickness of Middle Line Strake	70" x 52	
State if Frame Joggled	✓		Thickness of remainder in Holds	5 1/2"	1 1/4" under engine
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	4 stringers in peaks 2 stringers 40" flat & web frames as approved above peak bulkhead 3 strakes of plating in main & intercostals & double web frame connections as above		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?	yes	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars			BEAMS.		
ANGLE BOTTOM.	WEBS TO SIDESHELL IN LONG TANKS		Uppermost Continuous Deck, amidships	Long	
Floors, Depth and thickness at mid-line in Holds	1 web at mid length of tank 60" x 42" x 6 x 3 1/2" x 46" BA face bar for full length		" " in way of Bridge, Angle, E or F	✓	
Height of Brackets at side above base line at toe of frame	2 webs at 1/2 length of tank between bottom transverse & lower stringer		Spacing	✓	
Middle Line Keelson, on Floors, Angles, E or F	48" x 30" x 44" flg 5" on face		Second Deck, amidships, Angle, E or F	✓	
" " Through Plate or Intercostal Plate	WEBS TO SIDESHELL IN SHORT TANKS		Spacing	✓	
" " Foundation Plate on Floors	1 web at mid length of tank 48" x 30" x 44" flg 5" on face		Third Deck, amidships, Angle, E or F	✓	
" " Flat Plate Keel Angles	SIDESHELL STRINGERS		Spacing	✓	
Side Keelsons, No. each side	lower 30" x 42" 3 1/2" x 3 1/2" x 44" face angle		Fourth Deck, amidships, Angle, E or F	✓	
" " thickness of Intercostal Plate	middle 28" x 42" 3 1/2" x 3 1/2" x 44" face angle		Spacing	✓	
" " Angles	upper 26" x 42" 3 1/2" x 3 1/2" x 44" face angle		Poop Deck, Angle, E or F	9 x 3 x 42 x 40 8 x 3 x 35"	
DOUBLE BOTTOM. Machinery space	42" x 62" under Engg.	50" under Engg.	Spacing	24" x 30"	
Solid Floors, thickness and spacing	✓		Bridge Deck, Angle, E or F	7 3 33	
" " Are Frame and Reversed Frame joggled?	✓		Spacing	30"	
Bracket Floors, breadth and thickness at middle line	none		Forecastle Deck, Angle, E or F	9 3 42 8 3 35"	
" " breadth and thickness at margin plate	none		Spacing	27" x 24"	

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 in between at Centre line</i>	3 pillars at			Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing	<i>in each long tank</i>			Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " "	<i>10x3 1/2 x 3 1/2 x 50</i>	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds	<i>1 pillar in each short tank</i>	✓		Thickness of Plating within line of openings	✓	
" " " " "				If Sheathed, material and thickness	✓	
WING Centre Line Bulkhead.				Third Deck.		
Stiffeners and Spacing	<i>9x3x40 3/4 with stiff</i>			Stringer Plate, breadth and thickness	✓	
Plating, thickness of	<i>space 30" apart</i>			If Plated, state thickness	✓	
INTERMEDIATE DECKS.	<i>24"x40 3/4 x 32"x40 face angle</i>			Fourth Deck.		
Uppermost Continuous Deck.	<i>Horizontal Stringers as above</i>			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	<i>51"x40</i>			If Plated, state thickness	✓	
" " " " in way of Bridge	<i>46"x42 3/4 x 32"x44 double face angles</i>			Poop Deck.		
" Angle in Wells	<i>72"x82</i>	72"x72		Stringer Plate, breadth and thickness	<i>38"x38</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>72 through strakes</i>			Plating, Sheathing, material and thickness	<i>30" and 26" where part sheathed 2 1/2" wood dh</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>58 in hatch strakes</i>			Bridge Deck.		
Thickness of Plating within line of openings	✓			Stringer Plate, breadth and thickness	<i>56"x44</i>	<i>42"x48</i>
If Sheathed, material and thickness	✓			Plating, Sheathing, material and thickness	<i>30" 2 1/2" wood dh</i>	✓
Second Deck.				Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	✓			Stringer Plate, breadth and thickness	<i>36"x28</i>	✓
				Plating, Sheathing, material and thickness	<i>30" 2 1/2" wood dh</i>	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No.	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.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	53	99	82	82		double	1	4	Quintuple	1 1/8	5	lapped		
„ DBLG. (if any)		✓												
BOTTOM PLATING, No. of Strakes 800 E. 4...	2 at	65	56	51	51 at ends	double	7/8	3 1/2	Quad	7/8	3 1/2	lapped		
BILGE PLATING, No. of Strakes 1...		65	56	51	51 at ends	"	7/8	3 1/2	"	7/8	3 1/2	"		
SIDE PLATING, No. of Strakes 500 E. 2...		63	53	48	48 at ends	"	7/8	3 1/2	"	7/8	3 1/2	"		
UPPER DECK, Sheer-strake in Wells.....	63	1.08	53	48	98 + 48 at ends	✓	✓	✓	Septuple & Quintuple	1 1/8 + 1	5 1/2 + 4	✓		
UPPER DECK, Sheer-strake in Bridge 6...		1.08 + 1.28 at ends & Bridge	53	48	98 + 1.18 + 48 ends	✓	✓	✓	Septuple	1 1/8	5	"		
STRAKE BELOW Sheer-strake in Wells.....		82	53	48	48 ends	double	1 1/8 + 1	4 1/2 + 4	Quad	1	4	"		
STRAKE BELOW Sheer-strake in Bridge 4...		82	53	48	48 ends	"	1	4	Quad	1	4	"		
POOP SIDE PLATING				40		one Strake	✓	✓	Double, double & Single	3/4	2 5/8	✓		
BRIDGE SIDE PLATING ...		44				double	3/4	3	Lower - triple upper - double	3/4	2 5/8	✓		
FOREC'TLE SIDE PLATING			44 + 49		44	single	3/4	3	Single	3/4	2 5/8	"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)					<i>17</i>
" Deck next below					<i>7</i>
As per Rule					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks					
" " Second "					
" " Third "					
" " Holds	<i>51-40</i>	<i>9x3x40 3/4</i>	<i>30"</i>	<i>3 hor. girders as per upper plan</i>	
COLLISION " (in Hold)	<i>53-26</i>	<i>11x3 1/2 x 51 7/8</i>	<i>24"</i>		
AFTER PEAK " "	<i>48-30</i>	<i>7x3x42 3/4</i>	<i>24"</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				<i>rolled bar. 10x2 3/4</i>
STERN FRAME				<i>Propeller Post. Steel forging 11 1/2 x 8 3/4</i>
				<i>Rudder " 11x8 3/4</i>
Speed of Vessel				<i>11 1/2 knots</i>
RUDDER—Type				<i>cert'd type rudder</i>
" A x D				✓
" Diam. of head				<i>13 3/4</i>
" Mainpiece at top pintle				<i>built up rudder as per upper plan</i>
" " heel				<i>upper plan</i>
" how constructed				<i>Forgings by Bolton Forge.</i>
" double or single plate				<i>double .60</i>
" coupling, vertical or horizontal				<i>Horizontal Coupling</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Consult Iron Co., Appleby Frodingham Steel Co., South Durham S & L Co., Brown Long & Co., Skinningstone S & L Co., Cargo Fleet, Larnach & Co., Rain & Co., Colvilles & Co.</i>
	Has the Steel been tested as required by the Rules? <i>Yes</i>

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.	Inches.
Framing of E, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1																		
BOTTOM SHELL																		
PLATING.																		
" 2																		
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
Wing Tanks { " 10		17x4x4x.48			17x4x4x.48			17x4x4x.48			17x4x4x.48			7/8	5 1/4	3 1/8" for 12 R	Short Tanks	
" 11		"			"			"			"		"	"	"	each side	20 bulkhead	
" 12		"			"			"			"		"	"	"	in short tanks	18-7/8 Rivets	
" 13		"			"			"			"		"	"	"		20 long	
" 14		"			"			"			"		"	"	"	3 1/8" for 10 R	Long Tanks	
" 15		"			"			"			"		"	"	"	each side in	20 bulkhead	
" 16		"			"			"			"		"	"	"	long tanks	14-7/8 Rivets	
Spacing of Longitudinal Frames																		
Amidships																		
At Ends																		
Double Bottoms																		
L, L or C																		
Tank Top Longitudinals																		
Bottom																		
Spacing of Longitudinals																		
Amidships																		
At Ends...																		
Transverses.																		
In Bridge																		
'tween Decks																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
BOTTOM																		
Depth and Thickness		36"x.44			36"x.44			36"x.44			36"x.44							
Face Angles		3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44							
Lugs to Shell*		6 6 .44			6 6 .44			6 6 .44			6 6 .44			7/8	3 1/2	joggled		
WING TANKS																		
Depth and Thickness		54"x.48			54"x.48			54"x.48			54"x.48							
Face Angles		6 4 .62			9 3 1/2 .59			6 4 .62			9 3 1/2 .59							
Lugs to Shell*		6 6 .48			6 6 .48			6 6 .48			6 6 .48			7/8	4"	joggled		
BOTTOM																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
CENTRE TANKS.																		
Back Bars		3 1/2 x 3 1/2 x .48 for 3 spaces			3 1/2 x 3 1/2 x .48 for 3 spaces			3 1/2 x 3 1/2 x .48 for 3 spaces			3 1/2 x 3 1/2 x .48 for 3 spaces							
Brackets		7'0" x 6'3" x .48			7'0" x 6'3" x .48			7'0" x 6'3" x .48			7'0" x 6'3" x .48							
Spacing of Transverse Frames																		
State if joggled or liners.																		
Longitudinal Beams of																		
Bridge Deck																		
Upper Centre		8 3 1/2 .42			8 3 1/2 .50			8 3 1/2 .42			8 3 1/2 .50			30"				
Second Wing		8 3 1/2 .45			8 3 1/2 .54			8 3 1/2 .45			8 3 1/2 .54			31 3/4				
Third																		
Transverse Beams.																		
Plate.																		
Angles.																		
In Ships.																		
As approved.																		
Plate.																		
Angles.																		
In Ships.																		
As approved.																		

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.

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.)

The approved plans (39 in number) are enclosed herewith including profile & decks as built. The midship section (as built) has been forwarded separately.
Forging reports attached.
Kindly return approved plans for use in the sister vessel No 1516.

Damage stated to have been sustained during launch on 24th May 1934.

Vessel placed in dry dock, bottom & madder cleaned & amended & recoated.

Shell plates C" 7-8 starboard side removed & refitted

Shell plates B" 8 & D" 8 starboard " fitted in place.

No 7 tank (centre) :- No 4 longitudinal from centre, starboard side, removed & refitted

Bulkhead brackets to No 4 long on port & starboard sides (4 in all) renewed

No 6 tank (centre) Bulkhead " " " " " on starboard side (2 in all) renewed

No 4 tank (centre) " " " " " " " (2 in all) renewed

a few angle connections fitted & a few rivets renewed

Pump room & Nos 4-5-6-7-8 tanks centre sections flood tested

after repairs & found satisfactory

W.F.C.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book +100 A.I. carrying petroleum in bulk
Curved stern, Machinery aft, Longitudinal framing at bottom & deck.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Weight and Jaws	Surveyor Initials	No of Cert.	Date of test.
1st Bower	60-0-14	R.L.	5238	8-1-37
2nd "	56-2-0	J.F.R.	2216	15-1-37
3rd "	44-2-14	R.L.	5247	8-1-37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103+3.5 overhang 106.5 ft. R.Q.D. ✓ ft., Bridge 36.0+16.5 overhang 52.5 ft., Forecastle 44.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated not joined.

No. and Material of Decks 1st dh, 2nd dh clear of cargo tanks.

Official No. 165539 ; Signal Letters G.Z.P.F. Is bottom of vessel coated with cement part. PT Cen if not give particulars of composition Peak Tanks ! Cemented. ✓ cargo oil tanks oil tanks } cement filled. ✓ 2nd dh & Eng Rm well : Cemented. ✓ Pump room.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	S.W. Water Capacity. Tons.	Where Fitted.	*Length. Feet.	S.W. Water Capacity. Tons.
Double bottom, aft, Feed tank	75'-0"	37.0	Fore peak tank,	24'-2 1/2"	209
Double bottom, under Engines and Boilers, O.F. drain tank		4.0	After peak tank,	18'-0"	183
Double bottom, if under Engines only, O.F. tank		135.0	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	33'-9"	397. ✓
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 176.0	(If necessary, furnish further information by sketch.)		

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

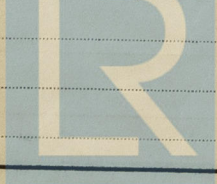
Order for Special Survey No. 5530

Date 1. Dec 1936

Dates of Surveys held while building

1936 Oct 12, 16, 26, 28, Nov 2, 5, 9, 11, 13, 16, 23, 24, Dec 1, 8, 10, 14, 16, 17, 23, 29, 31, 1937 Jan 4, 12, 14, 18, 22, 27, Feb 5, 9, 19, Mar 3, 10, 12, 16, 18, 23, 24, 25, 30, 31, Apr 1, 2, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 21, 22, 29, May 3, 7, 20, 25, 24 June 8, 15, 28 July 1, 6, 7, 22, 28, 30, Aug 3, 4, 9, 14.

Total No. of Visits 43.



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