

STEEL STEAMER or MOTORSHIP.

Received at London Office

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 15TH NOVEMBER 1946Port of NEWCASTLE-ON-TYNENo. 104073Survey held at WALKER, NEWCASTLE-ON-TYNEDate First Survey (1943) Sept 21Last Survey 31ST OCTOBER 1946

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

SINGLE SCREW "BRITISH EARL" (MACHINERY AFT)

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

FULL SCANTLINGState Type of Erections P, B & F CLE.TONNAGE under Tonnage Deck 7499.91CLASS X 100 A1State if with freeboard as condition of Class NOBuilt at WALKER, NEWCASTLE-ON-TYNE

Do. 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)

463.46Launched 28TH JUNE 1946 Yard No. 1772Total 7499.91

Breadth (greatest moulded)

61.75Builders SWAN HUNTER & WIGHAM RICHARDSON LTDGross Tonnage 8573.44

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

34.85Owners BRITISH TANKERS LTDRegister Tonnage 4908.97

1st Longitudinal Number (L x D)

15795

Managers

(Where necessary to be entered in Log Book)

REGISTERED DIMENSIONS.

FEET

Length 46.96Breadth 61.9Depth 33.95

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

13.60

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

13.60Draught Moulded 27'-6"Residence WALKERPort of Registry NEWCASTLE

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONG^T FRAMING AS PER PAGE 5.

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"FW² BA² OF FW² COFFERDAM from 1/2 length amidships to Collision bulkhead27"

in peaks

24"

SIDE FRAMING.

Frame Amidships, Angle, E or C

10° 3/2' 40"

Extends up to

UPPER DECK

Reversed Frame Amidships, Angle

10° 3/2' 40"

Extends up to

UPPER DECK

Depth of Framing Girder

10"

Frames in Uppermost Continuous 'tween Decks, Angle, E or C

10° 3/2' 40"

Second 'tween Decks, Angle, E or C

10° 3/2' 40"

Third 'tween Decks, Angle, E or C

10° 3/2' 40"IN DEEP TANK FW² BA² OF FW² COFFERDAM10° 3/2' 40"

in Peaks, Angle, E or C

10° 3/2' 40"

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

7/8" @ 4 7/8"

State if Frame Joggled

YES

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

YES

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

YESSINGLE BOTTOM. IN DEEP TANK FW²

Floors, Depth and thickness at mid-line in Holds

42" x 42"

Height of Brackets at side above base line at toe of frame

5'-9"

Middle Line Keelson, on Floors, Angle, E or C

10° 3/2' 40"CR LINE BA² Through Plate or Intercoastal Plate42" x 37" x 34"

Foundation Plate on Floors

DOUBBLE

Flat Plate Keel Angles

4 4 56Side Keelsons, No. each side. FULL LTH & PART LTH

thickness of Intercoastal Plate

42"

Angles

3 3/2 3/2 42

DOUBLE BOTTOM. IN ENGINE ROOM. CONTINUOUS ON TOP OF FLOORS

Solid Floors, thickness and spacing

42" - 62"

Are Frame and Reversed Frame joggled?

FRAMES ONLY

Bracket Floors, breadth and thickness at middle line

42" x 42"

breadth and thickness at margin plate

42" x 42"

Bracket Floors, Frame

Reversed Frame

Vertical Struts

Centre Girder, depth and thickness amidships

top Angles

bottom Angles

Side Girders, No. each side and thickness

Margin Plate depth (excl. of flange) and thickness

Vertical Angle to Tank side Bracket abaft 1/2 len. from stem

Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area

Gussets, spacing and scantling abaft 1/2 len. from stem

Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area

Tank Side Brackets, height above base line at toe of Frame and thickness

INNER BOTTOM PLATING. IN ENGINE ROOM

Breadth and thickness of Middle Line Strake

Thickness of remainder in Holds

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?

BEAMS. LONG^T BEAMS AS PER PAGE 5

Uppermost Continuous Deck, amidships in

Wells, Angle, E or C

in way of Bridge, Angle, E or C

LONG^T BEAMS AS PER PAGE 5FOR OF FW² COFFERDAM

Second Deck, amidships, Angle, E or C

Spacing

DEEP TANK FW² BA² OF FW² COFFERDAM

Third Deck, amidships, Angle, E or C

Spacing

Fourth Deck, amidships, Angle, E or C

Spacing

Poop Deck, Angle, E or C

Spacing

Bridge Deck, Angle, E or C

Spacing

Forecastle Deck, Angle, E or C

Spacing

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.
in 'tween Decks, Size and Spacing					
in Holds					
FORECASTLE Bulkhead. 15'-0" FROM CB PAS					
Stiffeners and Spacing	7	10 3/2	40		
Plating, thickness of	5/16				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	74	72			
in way of Bridge		72			
Angle in Wells	7	7	72		
Thickness of Plating abreast Deck openings in way of Wells	70	58			
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings		58			
If Sheathed, material and thickness					
Second Deck. IN WAY OF FORE HOLD					
Stringer Plate, breadth and thickness in Wells	38	36			
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck. DEEP TANK TOP.					
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.				
	AMIDSHIPS.		FORWARD.	AFT.	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	BUTTS.
	Breadth.	Thickness.	Thickness.	Thickness.		Diam.	Spacing cr. to cr.		
Flat Plate Keel	51	1.01	.82	.82	DOUBLE	1"	4"	WELDED	
Bottom Plating, No. of Strakes	2 @ .65		.51	.52	DOUBLE	7/8"	3-3	WELDED	
Bilge Plating, No. of Strakes	.66		.57	.57		7/8"	3-3	WELDED	
Side Plating, No. of Strakes	.64		.48	.48		7/8"	3-3	WELDED	
Upper Deck, Sheer-strake in Wells	.98		.57	.48				WELDED	
Upper Deck, Sheer-strake in Bridge	.98							WELDED	
Strake below Sheer-strake in Wells	.82		.48	.48	DOUBLE	1"	3-75	WELDED	
Strake below Sheer-strake in Bridge	.82				DOUBLE	1"	3-75	WELDED	
Poop Side Plating	(1 STRAKE)		.40	.50	DOUBLE	3/4"	3-1	WELDED	
Bridge Side Plating	.44		(2 STRAKES)		SINGLE	3/4"	3-3	WELDED	
Forecastle Side Plating	(2 STRAKES)		.44		SINGLE	3/4"	3-37	WELDED	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	17
Extending to Upper Deck (Sec. 3 c)	17
Deck next below	
As per Rule	APPROVED 17

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRAL TANKS	LOWER .51				
MIDSHIP BULKHEAD, Upper 'tween decks	UPPER .50	10 x 3/2 x 40 BA	30"	1 PLATE 30 x 50 x 3/2	
UPPER PLATING .38 + 12 FOR OWNERS		8 CR WEB 5 1/2 x 48		FLANGED 4" ON FACE	
Second	DOUBLE	10 x 3/2 x 54 BA		FACE	
WING TANKS	LOWER .51				
UPPER PLATING .39 + 11 FOR OWNERS	UPPER .50	10 x 3/2 x 46 BA	31 1/2"	1 PLATE 26 x 50 x 3/2	
Hold F.P. TANK		8 x 3/2 x 50 BA	24"	FLANGED 3" ON FACE	
ABOVE F.P. TANK	.32 - .26	6 x 3 x 30 A	24"	35 MI BOX BEAMS	
AFTER PEAK	.75 x .46 - .30	9 x 3/2 x 375 BA	24"	81 DECK	
		8 x 3/2 x 375 BA	24"	MAIN DECK	
		8 x 3/2 x 375 BA	24"	BOILER FLAT	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL	10 x 2 3/4	WOLBINGHAM	STEEL CO LTD
STERN FRAME	Propeller Post	CASE	WOLBINGHAM	STEEL CO LTD
	Rudder	STEEL	WOLBINGHAM	STEEL CO LTD
Speed of Vessel		11 1/2 KNOTS		
RUDDER Type		SIMPLEX TYPE		
	A x D	387		
Diam. of head		FORGING 11" DIA.		
Mainpiece at top pintle		FORGINGS BY CASTINGS BY WOLBINGHAM STEEL CO		
heel		SEE APPROVED PLAN		
how constructed		DOUBLE		
double or single plate coupling, vertical or horizontal		HORIZONTAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **APPLEBY FRODINGHAM STEEL CO, SKINNINGHOVE IRON CO LTD, DORMAN LONG & CO, CARO FLEET, COLVILLES LTD, STEEL CO OF SCOTLAND, SOUTH DURHAM STEEL & IRON CO, (OPEN HEARTH)**

Has the Steel been tested as required by the Rules? **YES.**

Rpt. 1*.

M.V. "BRITISH EARL"

PAGE 5

NEWCASTLE-ON-TYNE, No. 104073

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.						ENDS.						Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.			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.	Diam.	Speng.	Ins.	Ins.	Inches.			Number.	Diameter.			
Edge 'tween Decks ...		TRANSVERSE FRAMING IN P.B. & F.C.L.E. ✓																	
Uppermost Continuous GIRDER No. 1		17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	7/8 ✓	5 1/4 ✓	10 RIVETS @ 3 1/8 ✓	18 ✓	7/8 TO LONGITUDINALS ✓	
TANKS.		" 2	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 3	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 4	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 5	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 6	LONGITUDINAL BULKHEAD. ✓																
Wing TANKS. {		" 7	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 8	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	17x.48x4x4x.68 ✓	" ✓	" ✓	" " " " ✓	" " " " ✓		
		" 9																	
		" 10																	
		" 11																	
		" 12																	
		" 13																	
		" 14																	
		" 15																	
		" 16																	
of (Amidships		30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS	30" IN CENTRE TANKS						
At Ends		31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS	31 3/4" IN WING TANKS						
Tank Top Longitudinals																			
Bottom "		DOUBLE BOTTOM IN MOTOR ROOM FRAMED TRANSVERSELY. ✓																	
Longitudinals { Amidships																			
At ends...																			
Transverses.																			
WEBS IN Side		Depth and Thickness	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	24x.40 ✓	WEBS 10'-0" APART TO LONGT ^L					
tween Decks		Face Angles	3 1/2	3 1/2 .40 ✓	3 1/2	3 1/2 .40 ✓	3 1/2	3 1/2 .40 ✓	3 1/2	3 1/2 .40 ✓	3 1/2	3 1/2 .40 ✓	3 1/2	BHD ^S IN CENTRE TANKS.					
TANKS		CONN ^H TO LONG ^H BHD ^S Lugs to Shell	6 1/2	6 1/2 .45 ✓	6 1/2	6 1/2 .45 ✓	6 1/2	6 1/2 .45 ✓	6 1/2	6 1/2 .45 ✓	6 1/2	6 1/2 .45 ✓	6 1/2						
Bottom IN Side		Depth and Thickness	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓	36x.44 ✓						
(in Hold)		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 ✓	3 1/2	3 1/2 .44 ✓	3 1/2						
TANKS		Lugs to Shell	6	6 .44 ✓	6	6 .44 ✓	6	6 .44 ✓	6	6 .44 ✓	6	6 .44 ✓	6	7/8	3 1/2	8 1/4			
		Depth and Thickness	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓	54x.48 ✓						
		Face Angles	9	3 1/2 .60 ✓	9	3 1/2 .60 ✓	9	3 1/2 .60 ✓	9	3 1/2 .60 ✓	9	3 1/2 .60 ✓	9						
Bottom IN		Lugs to Shell	6	6 .48 ✓	6	6 .48 ✓	6	6 .48 ✓	6	6 .48 ✓	6	6 .48 ✓	6	7/8	4"				
TANK.		" " Back Bars	3 1/2	3 1/2 .48 ✓	3 1/2	3 1/2 .48 ✓	3 1/2	3 1/2 .48 ✓	3 1/2	3 1/2 .48 ✓	3 1/2	3 1/2 .48 ✓	3 1/2	"	"				
		Brackets		.48 ✓		.48 ✓		.48 ✓		.48 ✓		.48 ✓							
Spacing of Transverse Frames...		10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓	10'-0" APART. ✓						
* State if jogged or liners.																			
Longitudinal Beams of		Bridge Deck ...												Spacing.					
CENTRE TANKS.		Upper "	8	3 1/2 .45 ✓	8	3 1/2 .45 ✓	8	3 1/2 .45 ✓	8	3 1/2 .45 ✓	8	3 1/2 .45 ✓	8	APPROVED	8x3 1/2x.40 ✓	30 ✓			
WING TANKS.		Second "	8	3 1/2 .49 ✓	8	3 1/2 .49 ✓	8	3 1/2 .49 ✓	8	3 1/2 .49 ✓	8	3 1/2 .49 ✓	8	"	8x3 1/2x.44 ✓	31 3/4 ✓			
		Third "																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

1m, 11, 42. T.

002559-002867-0091 3

Nicky aft.

C. L.

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page. Lloyd's Register
Foundation

EQUIPMENT No. 44676										LETTER 4+	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
48472	1st Bower	82	2	0				60	0	0	1/10/45 F.N. DONEY
48473	2nd "	82	1	0				60	0	0	" 1/10/45 " " "
48897	3rd "	69	1	24				53	10	0	" 14/1/46 " " "
	Collective weight	234	0	24				232	0	0	
48937	Stream	29	2	19				28	8	3	SUNDERLAND 21/1/46 F.W. DONEY

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.	Statutory.	Breaking.	Supplied.		Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.	Fathoms.
21766	2706	2 1/2	112 1/2	157 1/2	850	0	0	940 ✓	300	2 1/2	STEEL LINK	-	LOW WALKER 16/9/46 R.N. VESPA	TOWLINE	130	5 1/2	84 1/4	130	5 1/2
21372B	30	2 1/2	112 1/2	157 1/2	91	2	14		300	2 1/2	"	-	" 29/5/46 " " "						
21704	2@1 FATHOM	"	"	"	512	2	0	FOR 2 1/2 CABLE ✓			STEEL LINKS	"	" 6/9/45 " " "	HAWSERS & WARPS }	4@100	3 1/2	35 1/2	2@100	2 3/4
21766	4 JOINING & 3 END SHACKLES	"	"	"	EACH 4-2-14						"	" 16/9/46 " " "				2@100	3	25 1/2	2@100
From Stream Chain or Steel Wire }	120	4 3/4	✓	64 1/2	✓				120	4 3/4	✓	BRITISH ROPES	MAKERS WORKS ✓						

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY HASTIE & CO Alternative Means of Steering BLOCKS & TACKLE ✓

Steering Chains (Size and Test) NONE ✓ Windlass STEAM BY EMERSON WALKER ✓ Boats 4 STEEL BOATS ✓

Ceiling in Holds, thickness and material NONE ✓ Cargo Battens, thickness, material and spacing 3" STEEL CONVEY MOLDING @ 10" CENTRES IN FORE HOLD & T. DECK ✓

Cargo Hatchways.—(Upper Deck) STEEL OIL HATCHES 6'0" x 4'0", 12" HIGH X .50 THICK Thickness of Hatches STEEL .64 AT CARGO OIL HATCHES ✓

Size of Hatchways No. 1 (Fwd.) 6'9" x 10'0" No. 2 27 CARGO OIL No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE ✓

Builder's Signature [Signature] DIRECTOR

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 MOTORSHIP ✓

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo TANKER ✓ 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 SHIP HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS AND THE SECRETARY'S LETTERS. THE SCANTLINGS & ARRANGEMENTS ARE IN ACCORDANCE WITH OR EQUIVALENT TO, THOSE SHOWN ON THE APPROVED PLANS, THE MATERIALS & WORKMANSHIP ARE GOOD. ✓

CARGO OIL TANKS, OIL FUEL BUNKERS, FORE & AFTER COFFERDAMS, DEEP TANK FW², FORE & AFTER PEAK TANKS, F.W. TANKS, DOUBLE BOTTOM TANKS & COFFERDAMS, BULKHEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY. ✓

THE STEERING GEAR & WINDLASS TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY ✓

THE FREEBOARD VERIFIED & MARKS CUT IN ON VESSEL'S SIDES. ✓

BILGE SUCTIONS TRIED & FOUND SATISFACTORY. HAND PUMPS TRIED & FOUND SATISFACTORY. ✓

OIL FUEL F.P. ABOVE 150°F IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FW², & DOUBLE BOTTOM IN MACHINERY SPACE, SECTION 20 OF THE RULES HAS BEEN COMPLIED WITH. ✓

The amount of Entry Fee..... £ 110 0 0 } Fees applied for 18 NOV 1946

Special Survey Fee..... £ 621 10 0 } (Special notations, where part of class, to be stated.)

FREEBOARD 19-0-0 } Received by me, LONGITUDINAL FRAMING AT BOTTOM & AT DECK

Travelling Expenses, if any £ - - - } I am of opinion the Vessel should be Classed +100 A1

State whether the Vessel has been built under Special Survey YES CARRYING PETROLEUM IN BULK

Certificate to be sent to NEWCASTLE OFFICE Date of issue 13/12/46 Signature H. J. Pyle Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 13 DEC 1946

Character assigned +100 A1 Carrying Petroleum in bulk

10,46 WNC

Lloyd's A & C.P. + LMC 10,46 Oil Eng.

Mchy. aft. C.L.

2 DB 15016

002554-007581-0051 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.)

MIDSHIP SECTION, OIL TANK BHD'S & TANK STRINGERS

PROFILE & DECK PLANS

STERN FRAME

RUDDER

E.R.M. DOUBLE BOTTOM TANK

FORE END FRAMING, DEEP TANK FW², FORE PK & STRENGTHENING OF BOTTOM FW²

AMENDED WIDTH OF KEEL PLATE

AFTER END FRAMING, PEAK BHD'S & STRENGTHENING IN E.R.M.

STEM PLAN

TRANSVERSES IN MACHINERY SPACE

STRINGERS IN E.R.M. & BOILER FLAT

CRUISER STERN

FW² COFFERDAM BHD'S

AFTER COFFERDAM BHD'S

OIL BUNKERS AFT

MIDSHIP DECKHOUSE

BOAT STOWAGE ARRANGEMENT

SCHEME OF RIVETING

MODIFICATION TO UPPER DK GIRDER IN BOILER RM

MODIFICATION TO NO 14 TRANSVERSE IN BOILER RM

AUXILIARY STEERING GEAR

FORE END PUMPING

BILGE & TANK SUCTIONS

POOP DECKHOUSE & BOAT DECK

THIS VESSEL IS A SISTER SHIP TO THE "BRITISH MARQUIS"

THE FOLLOWING FORGING & CASTING RPTS ENCLOSED HERewith.

NO 268 & 269 STERN FRAME & PROPELLER POST

NO 278 RUDDER HEAD & TOP ARM ETC.

NO 14618 TILLER

NO 14449 SPARE TILLER

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL BUTTS, POOP, BRIDGE & FLE DK SEAMS & BUTTS, TANK TOP IN MECH. SPACE, TANK STRINGERS TO SHELL & BHD'S, UPPER DK BUTTS, 2ND DK FW² SEAMS & BUTTS, RUDDER, BILGE KEEL ATTACHMENT TO SHELL, DECK INSIDE HOUSES, PEAK STRINGERS TO SHELL, BOILER FLAT & STRINGERS IN E.R.M. SEAMS & BUTTS, STRINGER PLATE CHECKS IN TDKS & MINOR DETAILS.

SPECIAL NOTATIONS—Either as part of the vessel's class or for record in the Register Book. CARRYING PETROLEUM IN BULK, LONGITUDINAL FRAMING AT BOTTOM & DECK, CRUISER STERN, AT DECK 2ND DECK IN FORE HOLD, RADAR, LLOYD'S A&CP, OIL ENGINE, DIRECTION FINDER, LEAD SOUNDING DEVICE, MACHINERY RPT.

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

1st Bower. 4TH INCLUDING PIN 51-3-4, A.E. GARDNER, CERT NO 965, 16TH JULY 1945.
2nd " " 51-1-21, C.S. BOSTER, CERT NO 7616, 22ND JUNE 1945.
3rd " " 44-3-21, L.H. JOHNSON, CERT NO 7178, 27TH OCT 1945.
STREAM. 18-2-26, S.P. ROOME, CERT NO 7159, 18TH DEC 1945.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.12 ft., R.Q.D. — ft., Bridge 47.0 ft., Forecastle 46.54 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 181502 Signal Letters S.W.B.Y. Extreme Breadth over Belting (Circ. 1611) Over-all Length 490'-0" (Circ. 1703)

No. and Material of Decks. ONE DECK & 2ND DECK IN WAY OF FORE HOLD.

Parts of Bottom of Vessel coated with cement or approved composition. BOTTOM OF FORE & AFTER PKs.

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.	S.W. Water Capacity.	Where Fitted.	Length.	S.W. Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	PT 15.1		Fore peak tank,	24.2	129
Double bottom, under Engines and Boilers,	32.5	37.9	After peak tank,	16.0	74
Double bottom, if under Engines only, COFFERDAM	10.0	2.5	Deep tank, aft, FRESH WATER TANKS (T.D.K. AFT)	12.0	93 F.W.
Double bottom, if under Boilers only, OIL FUEL TANK	21.5	24.9	Deep tank, forward,	31.5	384
Double bottom, forward,			Other tanks, if fitted, AFT COFFERDAM	3.5	18.6
Total length (if continuous) and Capacity.	64.0	34.102	FW COFFERDAM	3.5	17.5

Order for Special Survey No. 5758

Date. 27/3/45

Dates of Surveys held while building

(1945) Sept. 21, 26, Oct. 4, 10, 17, 22, 26 Nov. 8, 15, 30, Dec. 5, 10, 18, 28 (1946) Jan. 9, 14, 16, 21, 25, 30, Feb. 1, 6, 13, 20, 26, 28, Mar. 6, 18, 22, 26, 28 Apr. 1, 5, 9, 10, 12, 18, 20, 25, 29, 30 May, 6, 8, 9, 10, 13, 14, 15, 16, 17, 20, 27, 30, June 11, 12, 13, 14, 17, 18, 19, 20, 21, 27, July 15, Aug. 8, 15, Sept. 19, 23, 27, Oct. 4, 14, 16, 18, 21, 23, 24, 25, 29, 31

Total No. of Visits 84

Lloyd's Register Foundation