

## STEEL STEAMER OR MOTORSHIP.

17 MAR 1949

Received at London Office.

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 12th March, 1949.

Port of MIDDLESBROUGH

No. 18696

Survey held at HAVERTON HILL ON TEES.

Date First Survey 25th Aug. 1947.

Last Survey 16th March 1949.

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

M.V. BRITISH YEOMAN

(SINGLE SCREW - MACHINERY FITTED AFT)

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

FULL SCANTLING

State Type of Erections

POOP, BRIDGE AND FORECASTLE.

TONNAGE under Tonnage Deck ...

7577.58

CLASS

100 A.1. CARRYING PETROLEUM IN BULK

State if with freeboard as condition of Class

NO

Built at HAVERTON HILL ON TEES

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)

L 465.0

Launched 20-10-48

Yard No. 412

Total

7577.58

Breadth (greatest moulded)

B 61.75

Builders FURNESS S.B. CO. LTD.

Gross Tonnage

8741.32

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

D 33.92

Owners BRITISH TANKER CO. LTD.

Register Tonnage

5038.37

1st Longitudinal Number (L x D)

15,772

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS. FEET

Length

472.6

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

✓

Residence

✓

Breadth

62.0

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

13.7

Port of Registry LONDON.

Depth

33.65

Do. Long Bridge to top of keel

✓



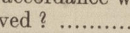
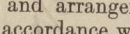
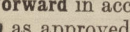
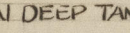
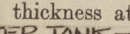
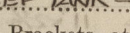
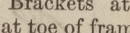
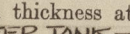
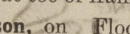
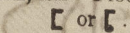
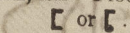
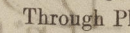
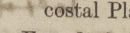
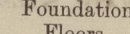
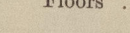
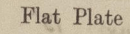
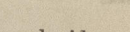
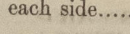
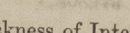
If surveyed while building, afloat, or in dry dock

Draught Moulded

✓

WHILST BUILDING, AFLOAT AND IN DRYDOCK.

## 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 1/4 ✓		Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	30 1/4 AND 27 ✓		" " Reversed Frame	✓	
" " in peaks	24 ✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness IN M.S.	63" x 54" TO 46" ✓	
Frame Amidships, 	10" x 3 1/2" x 40 ✓		" " top Angles DOUBLE O.A.	3 1/2" x 3 1/2" x 48 AND 44 ✓	
" " Extends up to UPPER DECK ✓			" " bottom Angles DOUBLE O.A.	5 1/2" x 54 AND 50 ✓	
Reversed Frame Amidships, Angle NONE ✓			Side Girders, No. each side and thickness	ENGINE SEATING AS APPROVED ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	10" ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in SUPERSTRUCTURES			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
POOP SPACE—SCARPHED	7" x 3" x 36 ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
BRIDGE SPACE—BRACKETED	7" x 3" x 38 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
FORECASTLE SPACE—SCARPHED	7" x 3" x 36 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
BUT CONTINUOUS IN WAY PEAK TANK	8" x 3 1/2" x 46 ✓				
" " from 1/2 len. for'd. to 15% len. from Stem	10" x 3 1/2" x 40 ✓		INNER BOTTOM PLATING IN M.S. ONLY.		
" " in Peaks, 	8" x 3 1/2" x 46 ✓		Breadth and thickness of Middle Line Strake	57 1/2" x 52 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" @ 5 1/2" OWS APART ✓	NOTE: ALL IRON RIVETS THRO' SHELL ONLY. ✓	Thickness of remainder in Holds	✓	
State if Frame Joggled	YES ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E.  space and framing in Bunkers and Boiler Room?	YES ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and  as approved?	YES ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and  as approved?	YES ✓		Uppermost Continuous Deck, amidships in Wells, Angle,  or 		
SINGLE BOTTOM IN DEEP TANK FOR'D.			" " in way of Bridge, Angle,  or 		
Floors, Depth and thickness at mid-line in  DEEP TANK—FOR'D.	42" x 42 ✓		Spacing	✓	
Height of Brackets at side above base line at toe of frame	6'-0" ✓		Second Deck, amidships, Angle,  or 	✓	
Middle Line Keelson, on Floors, Angles,  or 			Spacing	✓	
" " Through Plate or Inter-costal Plate	✓		Third Deck, amidships, Angle,  or 	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	✓		Fourth Deck, amidships, Angle,  or 	✓	
Side Keelsons, No. each side	SEE FOR'D END GIRDERS ✓		Spacing	✓	
" " thickness of Inter-costal Plate			POOP DECK, 	9" x 3 1/2" x 375 ✓	
" " Angles			Spacing EVERY FRAME	30" ✓	
DOUBLE BOTTOM IN MACHINERY SPACE AFT.	42" x 50" AND 62" SPACED 30" ✓		Bridge Deck, 	7" x 3 1/2" x 33 ✓	
Solid Floors, thickness and spacing EVERY			Spacing EVERY FRAME	30 1/4" ✓	
" " Are Frame and Reversed Frame joggled?	NO ✓		Forecastle Deck, 	9" x 3 1/2" x 375 AND 8" x 3" x 36 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing EVERY FRAME	24" AND 27" ✓	
" " breadth and thickness at margin plate	✓				



## 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 .....	TWIN LONGITUDINAL BULKHEADS. ✓		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....	.32 ✓	
" " " " " "	✓		If Sheathed, material and thickness.....	NOT SHEATHED ✓	
Centre Line Bulkhead. Stiffeners and Spacing .....	✓		Third Deck. Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	64½" x .82 TO .44 AT ENDS. ✓		If Plated, state thickness .....	✓	
STRINGERS AND DECKS. UNION-MELT ✓ Uppermost Continuous Deck.	64½" x .82 TO .44 AT ENDS. ✓		Fourth Deck. Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	64½" x .98 ✓		If Plated, state thickness.....	✓	
" " " " " " in way of Bridge	82 ✓		Poop Deck. Stringer Plate, breadth and thickness.....	48" x .38 ✓	
UPPER DK PLATING IN WAY LONG. BULKHEADS - INCREASED IN WAY BRIDGE STRUCTURE TO -	90 ✓		Plating, Sheathing, material and thickness ..	.30 PLATING. 5"x3" TEAKWOOD SHEATHING. ✓	
" Angle in Wells UPPER DECKS.....	6" x 6" x .82 ✓		Bridge Deck. Stringer Plate, breadth and thickness.....	52" x .44 ✓	
Thickness of Plating abreast Deck openings } in way of Wells .....	✓		Plating, Sheathing, material and thickness ...	.30 PLATING. 5"x3" TEAKWOOD SHEATHING. ✓	
Thickness of Plating abreast Deck openings } in way of Bridge.....	✓		Forecastle Deck. Stringer Plate, breadth and thickness.....	36" x .38 ✓	
Thickness of Plating within line of openings...	.68 ✓		Plating, Sheathing, material and thickness..	.36 PLATING (.50 IN WAY WINDLASS) 4" THICK TEAKWOOD IN WAY WINDLASS ONLY. ✓	
If Sheathed, material and thickness.....	BARE STEEL ✓				
In Fore Hold FROM FRAME	38" x .36 E.W. TO SHELL. ✓				
Second Deck. N° 165 TO STEM. ✓ Stringer Plate, breadth and thickness in Wells					

SHELL PLATING. IRON RIVETS THRO' SHELL ONLY.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.	BUTTS. E.W. THRO' OUT.	
Flat Plate Keel.....	A 53	.99	.77	.77		DOUBLE	1	4		BUTTS. E.W.			
END BUTTS OF KEEL STRAKE E.W. THRO' OUT.													
Dblg. (if any)													
Bottom Plating, No. of	B 95	.65	.51	.51		DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	LAPPED	
Strakes THREE.....	C 95	.65											
Bilge Plating, No. of	D 95	.66	.51	.51		DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	- do -	
	E 74 3/4	.66											
Strakes TWO.....	F 75	.64	.48	.48		DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	- do -	
Side Plating, No. of	G 83 3/8	.64	.48	.48		DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	- do -	
	H 84	.64											
Strakes TWO.....									FIVE	1 1/8	5 1/6	- do -	
Upper Deck, Sheer- strake in Wells.....	K 81	.92	.48	.48		DOUBLE	1	4	FIVE	1 1/8	5 1/6	- do -	
Upper Deck, Sheer- strake in Bridge ...	K 81	.92	-	-		DOUBLE	1	4	FOUR	7/8	3 1/2	- do -	
Strake below Sheer- strake in Wells.....	J 84	.72	.48	.48		DOUBLE	1	4	FOUR	7/8	3 1/2	- do -	
Strake below Sheer- strake in Bridge ...	J 84	.72	-	-		DOUBLE	1	4	FOUR	7/8	3 1/2	- do -	
Poop Side Plating.....	L	.40	.40	.40		SINGLE	7/8	3	TWO AND THREE	3/4	2 5/8	- do -	
Bridge Side Plating.....	L	.44			UPPER - SINGLE	3/4	2 5/8	ONE AND	3/4	2 5/8	- do -		
	M				LOWER - DOUBLE	SINGLE	TWO						
Forecastle Side Plating	M		.44			SINGLE	3/4	2 5/8	ONE	3/4	2 5/8	- do -	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—


Extending to Upper Deck (Sec. 3 c)..... 17 AS APPROVED ✓

Deck next below

As per Rule.

ALL CARGO TANK BULKHEADS AUTOMATICALLY WELDED UNION-MELT SYSTEM. ✓		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
AS APPROVED OWNERS REQUIREMENTS		41 50	10 3/4" x 40 B.A. IN CR. TK. AND 10 3/4" x 41 B.A. IN WING TK.	2' 6" 2' 7 1/4"	UPPER STR. CR. TK. 30" x 50 FL. - 4"	20'-3" ABOVE BASE ✓	
MIDSHIP BULKH'D, Upper Tween decks FOIL DEPTH.					UPPER STR. WING TK. 26" x 50 FL. 4" LOWER STR. CR. TK. 30" x 50 FL. 4" LOWER STR. WING TK. 26" x 50 FL. 4"	11'-9" ABOVE BASE.	
"	Second	"					
"	Third	"					
"	Holds	"					
COLLISION			26 to 47	8" to 10" B.A.	24"	12 48" x 40 12 48" x 40	5'-6" ✓
AFTER PEAK			30 to 43	6" and 7" B.A.	24"	12 24" x 36 12 24" x 36	7'-3" ✓

**FORGINGS AND CASTINGS.**

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar .....	FLAT PLATE KEEL			
STEM BAIR TOL W L - PLATED ABOVE .64		11"x2 $\frac{3}{4}$ "		APPROVED 10"x2 $\frac{3}{4}$ ". ✓
STERN FRAME { Propeller Post .....	CASTING		AND AS APPROVED	
{ Rudder " .....	CASTING		WOLSINGHAM STEEL CO LTD.	
Speed of Vessel ..... 11 $\frac{1}{2}$ KNOTS.				
RUDDER—Type .....	DOUBLE PLATE STREAMLINED. ✓			
A x D..... 703. ✓				
Diam. of head .....	FORGING	13" ✓	WOLSINGHAM STEEL CO.	
Mainpiece at top pintle } heeled ... }	FABRICATED AS APPROVED. ✓			
how constructed WELDED AND RIVETED ✓				
double or single plate DOUBLE .52 ✓				
coupling, vertical or HORIZONTAL — 62 $\frac{3}{4}$ " BOLTS. ✓				
horizontal .....				

# STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **SIEMENS OPEN HEARTH PROCESS.**  
**MESSRS. SOUTH DURHAM STEEL AND IRON CO. LTD. — SKINNING GROVE IRON CO. LTD. — DORMAN LONG AND CO. LTD. — CARGO FLEET IRON CO.**  
**CONSETT IRON CO. LTD. — APPLEBY-FRODINGHAM STEEL CO.**

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

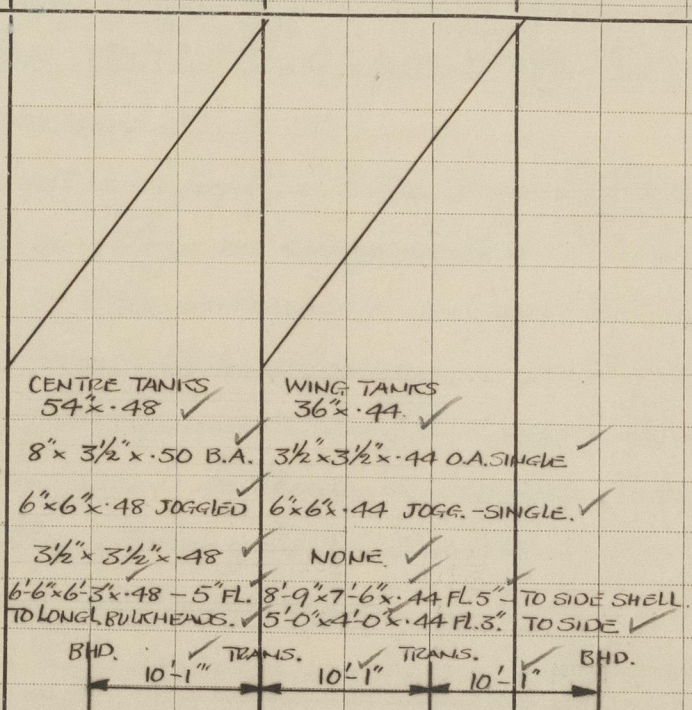


PARTICULARS OF LONGITUDINAL FRAMING. M.D.B. REPORT No - 1868/1949

from  
as to

WINDASS

PROVED  
STEEL

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. Inches.	Rivets in Brackets to Bulkheads.								
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.								
aming of L, [ or C		BOTTOM LONGLS. OF CHANNEL SECTION TRANSVERSES AS PER FIRST ENTRY.																							
ames in Bridge 'tween Decks ...		TRANSVERSE FRAMING AT SIDES.																							
ames from Uppermost Continuous Deck																									
No. 1																									
" 2																									
" 3																									
" 4																									
" 5																									
" 6																									
" 7																									
" 8																									
" 9																									
IN WING TANKS ON BOTTOM.		" 10		17"x48"x4"x4"x68L		✓						7/8		5/4		3/16		✓		16-7/8 RIVETS THRU' LONG. E.W. TO BULKHEAD					
		" 11		do		✓																			
		" 12		17"x48"x4"x4"x68C		✓																			
		" 13		- do -		✓		TRANSVERSE FRAMING AT ENDS.																	
		" 14		- do -		✓																			
		" 15		- do -		✓																			
		" 16		- do -		✓																			
Amidships				2'-6"		✓																			
At Ends				TRANSVERSE FRAMING.		✓																			
Tank Top Longitudinals																									
Bottom		TRANSVERSE FRAMING AT ENDS. ✓																							
Longitudinals		Amidships																							
		At Ends...																							
Transverses.																									
Depth and Thickness																				Rivets in Lugs to Shell					
Face Angles																				Diam.		Speng.			
Lugs to Shell*																									
Depth and Thickness																									
Face Angles																									
Lugs to Shell*																									
Depth and Thickness																									
Face Angles																									
Lugs to Shell*																									
Back Bars																									
Brackets																									
verse Frames																									
gled or liners.																									
Bridge Deck		TRANS. BEAMS.																		Spacing.		In Ships.		As approved.	
Upper		8"x 3 1/2"x 42 BA																		2'-6" in Centre		30"x 42		CENTRE TANK	
Second		✓																		2'-7" in Wing		28"x 42		WING TANK	
Third		✓																							

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.

Committee's Minute

Character assigned ✓

+100A1 Corrosion Protection

Lloyd's Register  
Foundation

0146 3/4



17 MAR 1949

EQUIPMENT No. 46,747 (GRADE 48,800) LETTER *dt* ANCHORS. 3B.IS.

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.					
52675	1st Bower	81	3	21	STOCKLESS			59	10	0	0	232-0-0 ✓	BYEKS IMPROVED TYPE CAST STEEL HEAD	✓	SUNDERLAND 14-7-48 R.T.V. ✓	
52674	2nd "	81	1	21		59	10	0	0	232-0-0 ✓	- do -		✓	SUNDERLAND 14-7-48 R.T.V. ✓		
52353	3rd "	69	3	61		53	15	0	0	232-0-0 ✓	- do -		✓	SUNDERLAND 4-6-48 J.H. ✓		
	Collective weight	233	0	20								232-0-0				
52274	Stream	23	3	20	✓	6	0	4	23	17	2	0	23-2-0 ✓	RODGERS CAST STEEL	✓	SUNDERLAND 25-5-48 J.H. ✓

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 58.		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.			
			Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.	
	Fathoms.	Ins.													Tons.				Tons.
8790	300 1/2	2 1/2	112 1/2	157 1/2	948	3	21	940	0	0	300	2 1/2	NETHERTON 19-10-48 W.V.N.	TOWLINE	130	5 1/2	84.4	130	5 1/2
INCLUDING 18 JOINING 4 END SHACKLES AND 2 SPARE JOINING SHACKLES - 2-1-0																			
" 3 " END - 5-1-0																			
8796	FOR 2 1/2" STUD LINK CABLE	3 3/4	112 1/2	157 1/2	7	1	14	TWO LENGTHS 3 OPEN LINK PIECES		✓	NETHERTON 19-10-48 W.V.N.	HAWSERS & WARPS	20	100	3	25.7	20	100	2 3/4
OR FINEST R. 30 100 3 1/2 35.2 20 100 2 3/4																			
Iron Steam 120 4 3/4 64.6 120 4 3/4 GALV STEEL WIRE MARTIN BLACK AND CO																			
Steel Wire																			
11053	FOR 1 1/8" STUD LINK	34	51	0	1	12	ONE END SHACKLE FOR STOCK ANCHOR		✓	NETHERTON 19-10-48 W.V.N.	STEEL BLOCKS AND TACKLES FROM TILLER LED TO CAPSTANS ON POOP DECK. ✓								
HASTIES STEAM HYDRAULIC (TELE MOTOR CONTROL) Alternative Means of Steering																			

Steering Gear, Type (Power or hand) HASTIES STEAM HYDRAULIC (TELEMOTEUR CONTROL) Alternative Means of Steering 4 STEEL LIFEBOATS 1 OF THESE FITTED WITH A BOATS MOTOR - 40 26-0

Steering Chains (Size and Test) NONE Windlass EMMERSON WALKER (STEAM)

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) 27 HATCHWAYS TO MAIN CARGO TANKS 6'-0" x 4'-0" - 12' x 50 COAMINGS ✓ Thickness of Hatches NONE

Size of Hatchways 6'-9" x 10'-0" TO HOLD COAMING 2'-6" x 44" ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE

Builder's Signature L. S. Botten

**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 (where required to be inserted in the Notation).

*Oil cargo is carried in 7 main cargo tanks and 18 wing tanks, 9 port and 9 starboard. Oil fuel is carried in the Fore Deep Tank (pds), Oil Fuel Bunkers abaft after cofferdam, Settling Tank at centre and the double bottom tank in engine space.*

*The ship has been built in conformity with the Society's Rules and Regulations for Oil Tankers and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those as shown on the approved plans. The workmanship and materials are good.*

*Main cargo tanks, ballast tanks, cofferdams, oil fuel bunkers, double bottoms and peaks have been pressure tested to Rule Requirements and found good. The weather decks clear of the oil tanks, water tight doors, superstructure bulkheads etc. have been tested with water from a hose and found tight.*

*The steam and auxiliary steering gear, windlass and anchors and cables have been tested at sea under working conditions and found satisfactory.*

*Freeboard markings have been verified and cut in on ship's sides.*

The amount of Entry Fee £ 16.3 1949. Fees applied for, (Special notations, where part of class, to be stated.)

Mr S. Dept 1243 Special Survey Fee £ 1291-0-0 Received by me, 19

FREEBOARD FEE - - - £ 34-0-0

Travelling Expenses, if any £ : : 19

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to Middlesbrough Office Date of issue 12/4/49

Committee's Minute in duplicate

Character assigned +100A1 Carrying Petroleum in bulk

3.49 mdb.

Lloyd's A+C.P.

+LME 3.49

C.L.

2 DB 150 lb

Signature E. Hym and A.P. Scott. Surveyors to Lloyd's Register of Shipping.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel is the fifth to be completed of five sisterhips built by Messrs. Furness S. B. Co. Ltd., Haverton Hill on Tees.

The Report refers to YARD No 412 — the YARD Nos 390, 391, 393 and 394 now being in service (see parties below) ✓

PARTICULARS OF SISTER SHIPS BUILT AT FURNESS S. B. CO. LTD.

FURNESS S. B. CO — YARD No 390 — M.V. BRITISH ADMIRAL — MDB. REPORT No — 18205 ✓  
" " " YARD No 391 — M.V. BRITISH EMPRESS — MDB. REPORT No — 18249 ✓  
" " " YARD No 393 — M.V. BRITISH ENSIGN — MDB. REPORT No — 18271 ✓  
" " " YARD No 394 — M.V. BRITISH ISLES — MDB. REPORT No — 18329 ✓

With reference to circular 1887 this vessel was drydocked at this port prior to proceeding on sea trials. Date of docking — 6<sup>th</sup> March 1949 — undocked 8<sup>th</sup> March 1949.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL:— KEEL BUTTS THROUGH — SEAMS AND BUTTS OF BOSS PLATING — RUDDER PART E.W. TRANSVERSE AND LONGI. BULKHEADS:— UNION MELT PANELS IN WAY MAIN CARGO TANKS PORT AND STARB'D AND P.R.s:— LONGI. BULKHEADS TO DECK AND TRANS. BULKHEADS (EXCEPT TO SHELL) INCLUDING TOP & BOTT. STIFF BRACKETS — STRINGERS AND VERTICAL WEBS TO BULKHEADS — TRANSVERSE BULKHEADS TO DECK AND LONGI. BULKHEADS INCLUDING TOP & BOTT. BRACKETS, STIFFERS AND VERTICAL WEBS. CENTRE GIRDER:— BRACKETS AND STIFFS ON GIRDER — TOP AND BOTT. GIRDELS TO KEEL AND DECK AND TO TRANSVERSE BULKHEADS — DOCKING BRACKETS TO KEEL AND CENTRE GIRDER. UPPER DECK:— (UNION MELT PANELS):— BUTTS AND SEAMS OF PANELS FUS-ARC WELDED ON SHIP. BRIDGE AND POOP DECKS:— PLATING BUTTS ONLY E.W. O.T. HATCHES:— TO MAIN CARGO TANKS, COFFERDAM OF BUNKERS, SETTLING TANKS AFT AND DEEP TANK FORD — HATCHES ON SUPERSTRUCTURE DECKS. PUMP ROOM CASINGS AND FORD AND AFT GANGWAY E.W. THROUGH. O.F. BUNKER:— CL BULKHEAD E.W. FORD DEEP TANK:— CENTRE LINE BULKHEAD. TANK TOP IN M.S. — E.W. TO SHELL AND BULKHEADS AND ALSO BUTTS AND SEAMS OF TANK TOP PLATING CLEAR OF ENGINE BED PLATES. AUX. ENGINE SEATINGS E.W. BOTTOM SHELL LONGI. IN Nos 3 TO 9 CARGO TANKS:— HEELS E.W. 4-0 AT EACH END FROM BULKHEADS. HAWSE PIPES FABRICATED BY E.W. ODD WELDING OF MINOR STRUCTURAL IMPORTANCE THROUGH VESSEL. ALL ELECTRODES OF APPROVED MAKE.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. CRUISER STERN — WIRELESS DIRECTION FINDING APPARATUS — ECHO-SOUNDING DEVICE — GYRO-COMPASS — PART ELECTRICALLY WELDED — LONGITUDINAL FRAMING AT BOTTOM AND AT DECK — FITTED FOR OIL FUEL (FLASH POINT ABOVE 150°F) — MACHINERY AFT — ONE DECK — 2<sup>ND</sup> DECK IN FORE HOLD — RADAR EQUIPMENT, TYPE MARKIA SUPPLIERS — COSSOR RADAR LTD.

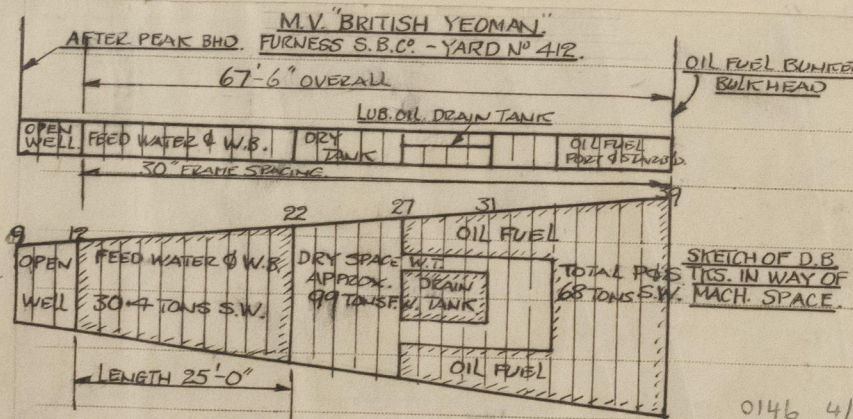
Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.  
1st Bower 46-2-4 J.H.J. 9750 2-4-48 ✓  
2nd " 47-0-6 J.H.J. 9760 9-4-48 ✓  
3rd " 40-2-20 A.E.G. 206 2-4-48 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.75 ft., R.Q.D. ft., Bridge 47.5 ft., Forecastle 43.135 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 182969 Signal Letters G.F.F.K Extreme Breadth over Belting 62.0 Over-all Length 490.833  
(Circ. 1611) (Circ. 1703)  
No. and Material of Decks ONE DECK — 2<sup>ND</sup> DECK IN FORE HOLD.

Parts of Bottom of Vessel coated with cement or approved composition. BOTTOM SHELL OF FORE PEAK, AFTER PEAK, FEED WATER TANK, ENGINE ROOM WELLS AND COFFERDAMS IN ENGINE SPACE D.B. CEMENTED. REMAINDER OF STRUCTURE IN THESE SPACES CEMENT WASHED. CEMENT FILLETS FITTED IN WAY BOTTOM SHELL PLATE EDGES IN MAIN CARGO TANKS, COFFERDAMS AND PUMP ROOMS.

Particulars of composition (if fitted) and of approval TWO COATS APPROVED "BITUMASTIC" COMPOSITION ON ENGINE SPACE TANK TOP.



may be used for Water Ballast. (Circ. 1284)  
the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

Where Fitted.	Length.	Water Capacity.
Fore peak tank, FR. 178 TO FR.	25.25	163.0
After peak tank, FR. 9 TO A.P.	16.00	92.5
Cofferdam, aft, FR. 43 TO 44	3.5	184.7
Deep tank, forward, FR. 165 TO 178	29.25	379.5
Cofferdam, FORD	3.5	183.5
Other tanks, if fitted, FR. 164 TO 165		
(If necessary furnish further information by sketch.)		

Order for Special Survey No 1544

Date 28.1.44.

Dates of Surveys held while building

Aug. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1944  
14. 15. 24. 25. Apr. 2. 4. 14. 19. 23. 28. May 12. 19. June 4. 23. July 2. 5. 6. 8. 9. 12. 21.  
Aug. 5. 10. 16. 17. 18. 24. 27. 30. Sep. 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27.  
28. 29. 30. Oct. 1. 4. 5. 6. 7. 8. 11. 12. 13. 14. 15. 18. 19. 20. Nov. 11. Dec. 14. 29. 1944  
31 Feb. 2. 4. 14. 22. 24. 25. 28. Mar. 1. 2. 3. 4. 7.

Total No. of Visits 110



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.)

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FURNESS S. B. & CO. — YARD N° 390 — M.V. BRITISH ADMIRAL — MDB. REPORT N° — 18205 ✓  
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" " " YARD N° 393 — M.V. BRITISH ENSIGN — MDB. REPORT N° — 18271 ✓  
" " " YARD N° 394 — M.V. BRITISH ISLES — MDB. REPORT N° — 18329 ✓

With reference to circular 1887 this vessel was drydocked at this port prior to proceeding on sea trials. Date of docking — 6<sup>th</sup> March 1949 — undocked 8<sup>th</sup> March 1949.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL:— KEEL BUTTS THRO' OUT — SEAMS AND BUTTS OF BOSS PLATING — RUDDER PART E.W. TRANSVERSE AND LONG. BULKHEADS:— UNION MELT PANELS IN WAY MAIN CARGO TANKS PORT AND STARB'D AND P.R.s:— LONG. BULKHEADS TO DECK AND TRANS. BULKHEADS (EXCEPT TO SHELL) INCLUDING TOP & BOTT. STIFF BRACKETS — STRINGERS AND VERTICAL WEBS TO BULKHEADS — TRANSVERSE BULKHEADS TO DECK AND LONG. BULKHEADS INCLUDING TOP & BOTT. BRACKETS, STIFF AND VERTICAL WEBS. CENTRE GIRDER:— BRACKETS AND STIFFS ON GIRDER — TOP AND BOTT. GIRDELS TO KEEL AND DECK AND TO TRANSVERSE BULKHEADS — DOCKING BRACKETS TO KEEL AND CENTRE GIRDER. UPPER DECK:— (UNION MELT PANELS):— BUTTS AND SEAMS OF PANELS FUS-ARC WELDED ON SHIP. BRIDGE AND POOP DECKS:— PLATING BUTTS ONLY E.W. O.T. HATCHES:— TO MAIN CARGO TANKS, COFFERDAM O.F. BUNKERS, SETTLING TANKS AFT AND DEEP TANK FORD — HATCHES ON SUPERSTRUCTURE DECKS. PUMP ROOM CASINGS AND FORD AND AFT GANGWAY E.W. THRO' OUT. O.F. BUNKER:— CL BULKHEAD E.W. FORD DEEP TANK:— CENTRE LINE BULKHEAD. TANK TOP IN M.S. — E.W. TO SHELL AND BULKHEADS AND ALSO BUTTS AND SEAMS OF TANK TOP PLATING CLEAR OF ENGINE BED PLATES. AUX. ENGINE SEATINGS E.W. BOTTOM SHELL LONGS. IN N°s 3 TO 9 CARGO TANKS:— HEELS E.W. 4-0 AT EACH END FROM BULKHEADS. HAWSE PIPES FABRICATED BY E.W. ODD WELDING OF MINOR STRUCTURAL IMPORTANCE THRO' OUT VESSEL. ALL ELECTRODES OF APPROVED MAKE.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. CRUISER STERN — WIRELESS DIRECTION FINDING APPARATUS — ECHO-SOUNDING DEVICE — GYRO-COMPASS — PART ELECTRICALLY WELDED — LONGITUDINAL FRAMING AT BOTTOM AND AT DECK — FITTED FOR OIL FUEL (FLASH POINT ABOVE 150°F) — MACHINERY AFT — ONE DECK — 2<sup>nd</sup> DECK IN FORE HOLD — RADAR EQUIPMENT, TYPE MARKIA SUPPLIERS — COSSOR RADAR LTD. (Motor Panel)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.  
1st Bower 46-2-4 J.H.J. 9750 2-4-48 ✓  
2nd " 47-0-6 J.H.J. 9760 9-4-48 ✓  
3rd " 40-2-20 A.E.G. 206 2-4-48 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.— Length of Poop 98.75 ft., R.Q.D. ft., Bridge 47.5 ft., Forecastle 43.135 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 182969 Signal Letters G.F.F.K. Extreme Breadth over Belting 62.0 Over-all Length 490.833 (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK — 2<sup>nd</sup> DECK IN FORE HOLD.

Parts of Bottom of Vessel coated with cement or approved composition BOTTOM SHELL OF FORE PEAK, AFTER PEAK, FEED WATER TANK, ENGINE ROOM WELLS AND COFFERDAMS IN ENGINE SPACE D.B. CEMENTED. REMAINDER OF STRUCTURE IN THESE SPACES CEMENT WASHED. CEMENT FILLETS FITTED IN WAY BOTTOM SHELL PLATE EDGES IN MAIN CARGO TANKS, COFFERDAMS AND PUMP ROOMS.

Particulars of composition (if fitted) and of approval TWO COATS APPROVED "BITUMASTIC" COMPOSITION ON ENGINE SPACE TANK TOP.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
bottom, aft,			Fore peak tank, FR. 178 TO F.P.	25.25	163.0
bottom, under Engines and Boilers,			After peak tank, FR. 9 TO A.P.	16.00	92.5
bottom, if under Engines only,			COFFERDAM Deep tank, aft, FR. 43 TO 44	3.5	184.7
bottom, if under Boilers only,			Deep tank, forward, FR. 165 TO 178	29.25	379.5
bottom, forward,			COFFERDAM FORD		
length (if continuous) and Capacity			Other tanks, if fitted, FR. 164 TO 165	3.5	183.5
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1511

Date 28.1.49

Dates of Surveys held while building

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

Total No. of Visits 110