

STEEL STEAMER or MOTORSHIP.

Received at London Office 3 JUN 1931

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 28th May 1931. Port of Greenock. No. 19324.
Survey held at Greenock Date First Survey 18th JUNE 1930 Last Survey 29th May 1931.
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Sing. Sc. M. V. "BRITISH ENERGY" MCHY AFT.
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, BR. & FCL.

TONNAGE under Tonnage Deck... 6578.64 CLASS 100 A1. State if with freeboard as condition of Class NO. Built at GREENOCK.
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 439.2
Total 6578.64 Breadth (greatest moulded) B 59.25
Gross Tonnage 7208.54 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
Register Tonnage 4197.10 1st Longitudinal Number (L x D) = 14494
2nd Numeral L x (B + D) = 40516
Framing Depth "d" at middle of length. See Sec. 3 (1d) 13.33
Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel 25.11
Draft Moulded 25.11
Residence LONDON.
Port of Registry LONDON.
If surveyed while building, afloat, or in dry dock BUILDING & Afloat.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	SEE PAGE 5.		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	✓	
" " in peaks	24		" " Vertical Struts	✓	
" " IN MOTOR ROOM.	26 1/2		Centre Girder, depth and thickness amidships	51 1/2	56 1/2
DE FRAMING.			" " top Angles	3 1/2	3 1/2 53
Frame Amidships, Angle, E or F	9 3 1/2 48		" " bottom Angles	4 4	58 1/2
" " Extends up to	41.00		Side Girders, No. each side and thickness	20 7/8, 10 1/2	50 1/2
FRAME IN CARGO HOLD FOR?	11 3 1/2 44		Margin Plate depth (excl. of flange) and thickness	36	53
Reversed Frame Amidships, Angle	6 3 1/2 44		" " Vertical Angle to Tank side	3 1/2	3 1/2 46
" " Extends up to	2 nd DK.		" " Vertical Angle to Tank side		
Depth of Framing Girder	12 1/2		Bracket forward 1/2 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	7 3 1/2 46		" " Gussets, spacing and scantling	CONT. PLT. 41	
" " Second 'tween Decks, Angle, E or F	8 3 1/2 40		" " Gussets, spacing and scantling	✓	
" " Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	118	46
Framing in Peaks, Angle or F	8 3 1/2 41		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	SEE PAGE 5.		Breadth and thickness of Middle Line Strake	105	51
State if Frame Joggled	YES.		Thickness of remainder in Holds	1.0 1/2	51
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	3 SIDE STRINGERS AS APPROVED.		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.	40
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FRAMES 5x5x43 3 INTERCOSTALS & SHELL PLATING INCREASED.		BEAMS.		
DOUBLE BOTTOM. FORWARD, UNDER CARGO HOLD.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid line in Holds	41 EVERY FR.		" " in Wells, Angle, E or F		
Height of Brackets at side above base line at toe of frame	12 3/4	47	" " in way of Bridge, Angle, E or F		
Middle Line Keelson, on Floors, Angles	87	50 1/2	Spacing	SEE PAGE 5.	
CENTRE GIRDER, E or F			Second Deck, amidships, Angle, E or F		
MID. LINE STRAKE, Through Plate or INTERCOSTAL PLATE	52 1/2	43	Spacing		
MARGIN (LEVEL) Foundation Plate on Floors	3 1/2	40	Third Deck, amidships, Angle, E or F	✓	
TOP PLATING, Flat Plate Keel Angles	4 4	52	Spacing	✓	
Side Keelsons, No. each side	3.		Fourth Deck, amidships, Angle, E or F	✓	
" " thickness of Intercostal Plate	41		Spacing	✓	
" " Angles	3 1/2 3 1/2 43		Poop Deck, Angle, E or F	10 3 1/2 44	
DOUBLE BOTTOM. IN MCHY SP. & ON FULL BUNKER.			Spacing	ALTER. FRMS.	
Solid Floors, thickness and spacing	41 EVERY FR.		Bridge Deck, Angle, E or F	6 3 1/2 46	
" " Are Frame and Reversed Frame joggled?	YES.		Spacing	36	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, E or F	10 3 1/2 48	
" " breadth and thickness at margin plate	✓		Spacing	ALTER. FRMS.	

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EQUIPMENT No. 42410.										LETTER 6+		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.			
92284	1st Bower ...	80	2	6	STOCKLESS			59	0	0	0	79½	CHALLENGE TYPE	N. HINGLEY.	NETN. 21-1-31. GREEN.
92288	2nd „ ...	72	1	14	“			55	0	0	0	7½	“	“	“ 22-1-31 “
92283	3rd „ ...	68	1	7	“			50	5	0	0	6½	“	“	“ 21-1-31 “
	Collective weight.	216	0	27								216½	207 rule.		
92332	Stream	21	0	5	5	1	14	21	14	1	14	20½	ORDINARY.	“	“ 25-2-31 “

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.				Length.	Cir.	Tons.	Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.		Fathoms.	Ins.	
86228	140	2½	101½	142½	423.0.0	844½			300	2½	STUD LINK	N. HINGLEY	NETN. 23.2.31	TOWLINE...	130	5	70.9	130	5
86244	150	"	"	"	422.1.4						"	"	" 25.2.31	HAWSERS & WARPS	90	3½	39.9		
	300				845.1.4									"	2090	3½	35.2		
														"	2090	3	25.7		
		Cir.												"	4090	7	MANILA		
Stream Steel Wire	120	5		52.8					120	5	G.S.W.			"					

BY J. HASTIE & CO.																			
Steering Gear, Steam-ELECT. HYDRAULIC, WITH EMERGENCY STEERING.										Steering Gear, Hand RELIEVING TACKLE 70 WINCHES ON POOP.									
Boats 4. STEEL LIFE. 2 DIXIE.										Steering Chains, Size and Test TELE MOTOR CONTROL.									
Ceiling in Holds, thickness and material										Cargo Battens, thickness, material and spacing 3" x ½" COPE. 9" APART.									
Cargo Hatchways (Upper Deck) STEEL PLATES & ANGLES.										Thickness of Hatches 50 STL. COVER. MACGREGOR PATENT.									
Size of No. 1 Hatchway (Forward) 7' x 10'										CARGO OIL HATCHES. 18 @ 6'2½" x 3'9". COPT. 12 x 3½" x 45 B.P. STILL COVER 625									
Number of Shifting Beams and/or Fore and Afters. SUMMER TANK 18 @										COFFERDAM 4 @ 1'11½" x 1'5½" 12 x 3½" x 3½" x 10 CM.									
										THE GREENOCK DOCKYARD CO., LTD.									
Builder's Signature										J. H. Turnbull DIRECTOR.									

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel YES. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.																			
The vessel has been built in accordance with the approved plans, instructions, & printed Rules of this Society. The materials & workmanship are of good quality. The freeboard has been verified & the marks out in on the vessels' sides. The cargo oil tanks, summer tanks, cofferdams, double bottom tanks, (& cofferdams) fore & after peak tanks have been tested as required by the Rules & found satisfactory. The double bottom tanks in Midsh. space & under cargo hold forward intended for oil fuel, & the oil fuel cross bunker have been tested as required, found satisfactory, & Sect. 20 of the Rules complied with. Flash point above 150° F. Tween deck fore peak B&H, chain locker, & weather decks have been hose tested & found satisfactory.																			
Note: Duplicate Classification Certificate requested.																			

The amount of Entry Fee £ 10 : 0 : 0										Fees applied for, 28 th May 1931.									
Special Survey Fee £ 570 : 6 : 9										I am of opinion the Vessel should be Classed 100 A1.									
FREEBOARD FEE 13 0 0										"CARRYING PETROLEUM IN BULK"									
Travelling Expenses, if any £										"LONGITUDINAL FRAMING"									
State whether the Vessel has been built under Special Survey YES.										Signature H. L. Swinton & A. Lascelles.									
DUPLICATE Certificate to be sent to GREENOCK. Jls.										Surveyors to Lloyd's Register of Shipping.									
Date of issue 8/6/31.																			

Committee's Minute GLASGOW 2 - JUN 1931																			
Character assigned 100 A1																			
531.																			
Carrying Petroleum in Bulk																			
Lloyd's ARCP																			
+ LMC 531.																			
20B-150lb.																			
Longitudinal Framing																			

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

Sister vessel to M.V. 'BRITISH RESOURCE', GRK 1ST L. REPORT N: 19303.

List of approved plans:—Midship Section, Modification to Midship Section, Profile & deck plans, Sternframe & Rudder, Punting arrangement, Engine seating, Double bottom tank in way of thrust, Aft oil fuel bunker, Brackets to stringer in Mch. space, Tween deck frames in Mch. space, Transverse watertight bulkheads, Bracket plan, Multiple riveting, Patent cargo hatch covers, Poop front bulkhead, Pumping arrangement, (16 plans.)

Forging Reports:—Sternframe, Rudder, Tiller casting, Tiller forging.

Midship Section as Built,
Profile & D.K. plans as Built.

Plans of cast steel tiller & spare tiller for sister vessel 'British Resource' are also forwarded.

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

1st Bower	40-3-11,	A.B.,	6144,	25-7-30.
2nd "	36-3-8,	H.R.,	4822,	30-9-30.
3rd "	32-1-4,	M.B.,	8121,	25-6-30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 112.4 ft., R.O.D. — ft., Bridge 42.5 ft., Forecastle 47.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 DKS. (STL) & WEB FRAMES.

Official No. 162588 ; Signal Letters

Is bottom of Vessel coated with cement WHOLLY ~~if not give~~

particulars of composition CEMENTED IN PEAKS, COFFERDAMS, PUMP ROOMS & DOUBLE BOTTOM CLEAR OF OIL, CEMENT FILLETS IN CARGO TANKS & DOUBLE BOTTOM OIL TANKS.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,		✓	Fore peak tank,		195
Double bottom, under Engines and Boilers, O.F. BUNKER	84.7	221	After peak tank,		95
Double bottom, if under Engines only,		✓	Deep tank, aft,		✓
Double bottom, if under Boilers only,		✓	Deep tank, forward,		✓
Double bottom, forward,	38.3	203	Other tanks, if fitted,		✓
Total capacity of double bottom		424	(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 2810

Date 10-3-30.

Dates of Surveys held while building

(1930) June 18-20-24-26 July 1-14-16-18-22-24-28-30 Aug. 1-5-4-11-19-25-24 Sept. 1-2-5-11-18-24 Oct. 1-8-14-16-20-24-29 Nov. 3-4-6-10-12-14-18-20-25-24 Dec. 1-3-5-8-11-19-24-29 (1931) Jan. 9-15-23-26-24-28-29-30 Feb. 2-4-6-9-11-13-16-14-19-20-23-25-24 Mar. 3-4-5-6-9-10-11-12-13-16-14-18-19-20-23-24-25-26-24-31 Apr. 1-2-6-8-16-21-23-24-29 May 4-8-13-15-19-22-24-27

Total No. of Visits 108

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brace to Bulkheads AND LONG.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.			Inches.	Number.
Framing of Σ, \sqcup, \sqcap																			
Frames in Bridge 'tween Decks ...		2@6	3	34				2@6	3	34				7/8	5 1/4	5 1/4	6	6	
Frames from Uppermost Continuous Deck		7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	1	6	6"	7	7	
" 2		7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	7/8	5 1/4	5 1/4	8	8	
" 3		7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	7	3 1/2	46	"	"	"	9	9	
" 4		8	3 1/2	41	8	3 1/2	41	8	3 1/2	41	8	3 1/2	41	"	"	"	8	8	
" 5		9	3 1/2	38	9	3 1/2	38	8	3 1/2	49	8	3 1/2	49	"	"	"	9	9	
" 6		9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	"	"	10 & 8 SP. 4"	9	9	
" 7		9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	"	"	"	10	10	
" 8		10	3 1/2	40	10	3 1/2	40	9	3 1/2	51	9	3 1/2	51	"	"	"	10	10	
" 9		10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	"	"	"	10	10	
" 10		10	3 1/2	43	10	3 1/2	43	10	3 1/2	43	10	3 1/2	43	"	"	10 & 8 SP. 3 1/8"	11	11	
" 11		10	3 1/2	48	10	3 1/2	48	10	3 1/2	48	10	3 1/2	48	"	"	"	10	14	
" 12		11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	"	"	"	11	14	
" 13		15" x 4" x 4"	4 1/2	62	15" x 4" x 4"	4 1/2	62	15" x 4" x 4"	4 1/2	62	15" x 4" x 4"	4 1/2	62	"	"	"	16	12	
" 14		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	16	12	
" 15		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	16	12	
" 16		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	16	12	
Spacing of Longitudinal Frames		Amidships 32" IN BRIDGE; 30" UPPER D'X TO NA 10; 29 1/2" - 10 TO 12; 28 1/2" - 12 TO 13; At Ends... 30" - 13 TO 15; 31 1/4" - 15 TO 22; & 32" - 22 TO 4.																	
Double Bottoms \sqcup, \sqcap or \sqcap		Tank Top Longitudinals Bottom Spacing of Longitudinals { Amidships At Ends... ..																	
Transverses.		Rivets in Lugs to Shell Diam. Spang.																	
In Bridge 'tween Decks		Depth and Thickness Face Angles Lugs to Shell* Depth and Thickness Face Angles Lugs to Shell* Depth and Thickness Face Angles Lugs to Shell* In Hold. Lugs to Shell* " " Back Bars Brackets Spacing of Transverse Frames																	
In Upper 'tween Decks.		Depth and Thickness Face Angles Lugs to Shell* Depth and Thickness Face Angles Lugs to Shell* In Hold. Lugs to Shell* " " Back Bars Brackets Spacing of Transverse Frames																	
In Hold.		Depth and Thickness Face Angles Lugs to Shell* In Hold. Lugs to Shell* " " Back Bars Brackets Spacing of Transverse Frames																	
CARGO OIL TANKS.		Depth and Thickness Face Angles Lugs to Shell* In Hold. Lugs to Shell* " " Back Bars Brackets Spacing of Transverse Frames																	
Longitudinal Beams of Σ, \sqcup, \sqcap		Spacing. In Ship. As approved.																	
Upper Deck A...		Spacing. In Ship. As approved.																	
Upper Deck A...		Spacing. In Ship. As approved.																	
Second Deck...		Spacing. In Ship. As approved.																	
Third		Spacing. In Ship. 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.