

STEEL STEAMER OR MOTORSHIP.

Received at London Office

11 JAN 1946

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

*3rd January 1946*Port of *Belfast and Glasgow*No. *14029*

Survey held at

Belfast & Glasgow

Date First Survey

17th Oct. 1944

Last Survey

*12th September 1945**20th December 1945 (Glasgow)*

On the

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

*Single Screw Motor Yanker**BRITISH SUPREMACY (Machinery aft)*

State Type

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

*Full Scantling*State Type of Erections *Prop. B. Yele*

TONNAGE under Tonnage Deck ...

*7238.40*CLASS *100A1 Carrying Petroleum in Bulk*State if with freeboard as condition of Class *No*Built at *Belfast*

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 460*Launched *26th July 1945* Yard No. *1284*

Total

7238.40

Breadth (greatest moulded)

*B 59*Builders *Wescon Harland & Wolff Ltd*

Gross Tonnage

8242.35

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

*D 34.82*Owners *British Tankers Ltd*

Register Tonnage

4816.15

1st Longitudinal Number (L x D)

16022

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length

466.0

Breadth

59.5

Depth

34.8

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

13.2

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

13.2

Do. Long Bridge to top of keel

Draught Moulded

27.6

Residence

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

Building 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	<i>35"</i> ✓		Bracket Floors, Frame	✓	
<i>for cargo tanks</i>			Reversed Frame	✓	
from length amidships to Collision bulkhead	<i>27"</i> ✓		Vertical Struts	✓	
in peaks	<i>24"</i> ✓		Centre Girder, depth and thickness amidships	<i>59 1/4 x 50</i> ✓	
SIDE FRAMING.			top Angles	<i>welded to T.T.</i> ✓	
Frame Amidships, Angle <i>E or C</i>	<i>10 3 1/2 50</i> ✓		bottom Angles	<i>4 4 50</i> ✓	
<i>Forward Tanks Ba</i>	<i>11 3 1/2 48</i> ✓		Side Girders, No. each side and thickness	<i>2 C 60</i> ✓	
Extends up to	<i>upper deck</i> ✓		<i>1 C 42</i> ✓		
<i>30 x 42 web f.a. 6 x 3 1/2 x 50 C.A. in way of transverse</i> ✓			Margin Plate depth (excl. of flange) and thickness <i>2 1/4</i> ✓		
Reversed Frame Amidships, Angle	✓		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>6 6 50</i> ✓	
Extends up to	✓		Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
Depth of Framing Girder	<i>10 1/2 11"</i> ✓		Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
Second 'tween Decks, Angle, [or]			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>46 1/2 3"</i> ✓	
Third			INNER BOTTOM PLATING.		
<i>forward of cargo tanks to collision bulkhead</i> <i>Ba 11 3 1/2 44</i> ✓			Breadth and thickness of Middle Line Strake	<i>62</i> ✓	
from 1/4 len. fwd. to 15% len. from Stem	<i>8 3 1/2 48</i> ✓		<i>Tank top in way of holding down bolts</i>	<i>1 1/4</i> ✓	
in Peaks, Angle or [<i>8 3 1/2 48</i> ✓		Thickness of remainder in Holds	<i>54</i> ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 C 4 7/8"</i> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>10</i> space and framing in Bunkers and Boiler Room?	<i>yes</i> ✓	
State if Frame Joggled	<i>Yes</i> ✓		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as appd</i> ✓		Uppermost Continuous Deck, amidships in way of Poop	<i>8 3 1/2 38</i> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as appd</i> ✓		Wells, <i>E or C</i>	<i>8 3 40</i> ✓	
SINGLE BOTTOM.			in way of <i>10</i>	<i>7 3 38</i> ✓	
Floors, Depth and thickness at mid-line in Holds	<i>See</i>		Spacing	<i>every</i> ✓	
Height of Brackets at side above base line at toe of frame	<i>See</i>		Second Deck, amidships, Angle <i>E or C</i>	<i>8 3 38</i> ✓	
Middle Line Keelson, on Floors, Angles, [or]	<i>See framing</i> ✓		Spacing	<i>every</i> ✓	
Through Plate or Inter-costal Plate	<i>See</i> ✓		Third Deck, amidships, Angle <i>E or C</i>	<i>8 3 38</i> ✓	
Foundation Plate on Floors	✓		Spacing	<i>every</i> ✓	
Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
thickness of Inter-costal Plate			Poop Deck, Angle <i>E or C</i>	<i>8 3 38</i> ✓	
Angles			Spacing	<i>every</i> ✓	
DOUBLE BOTTOM. in motor space			Bridge Deck, Angle <i>E or C</i>	<i>7 3 36</i> ✓	
Solid Floors, thickness and spacing	<i>46 C 31"</i> ✓		Spacing	<i>every</i> ✓	
Are Frame and Reversed Frame joggled?	<i>Yes</i> ✓		Forecastle Deck, Angle <i>E or C</i>	<i>8 3 38</i> ✓	
Bracket Floors, breadth and thickness at middle line	<i>Floor welded</i> ✓		Spacing	<i>every</i> ✓	
breadth and thickness at margin plate	<i>to tank top</i> ✓				

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	Two			Stringer Plate, breadth and thickness in way of Bridge	✓		
" in 'tween Decks, Size and Spacing	longitudinal			Thickness of Plating abreast Deck openings in way of Wells transverse aft	✓ 36		
" " " " " "	bulkheads	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓		
" in Holds " " " "				Thickness of Plating within line of openings...	✓		
" " " " " "				If Sheathed, material and thickness	✓		
Long Centre Line Bulkhead. 11 ft P/S				Third Deck. top of deep tank for			
Stiffeners and Spacing	space 35" 10 3 1/2 46 8a	✓		Stringer Plate, breadth and thickness	✓ 42		
2 hog girders 26 x 42, 24 x 42 and web at transverse	44 Vert.	✓		If Plated, state thickness	✓ 38		
Plating, thickness of				Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness	✓		
Uppermost Continuous Deck.				If Plated, state thickness	✓		
Stringer Plate, breadth and thickness in Wells	92 x 80	✓		Poop Deck.			
" " " " in way of Bridge	80	✓		Stringer Plate, breadth and thickness	✓ 34		
" Angle in Wells	stringer welded to sheath plate	✓		Plating, Sheathing, material and thickness ...	✓ 30, 26		
Thickness of Plating abreast Deck openings in way of Wells	76	✓		where repaired 2 1/2 Oregon	✓ 40		
Thickness of Plating abreast Deck openings in way of Bridge	76	✓		Bridge Deck.			
Thickness of Plating within line of openings...	58	✓		Stringer Plate, breadth and thickness	✓ 34, 30		
in way of A.T. hatches				Plating, Sheathing, material and thickness ...	✓ 37		
If Sheathed, material and thickness	✓			Forecastle Deck.			
Second Deck. in way of aft lower op				Stringer Plate, breadth and thickness	✓ 36		
Stringer Plate, breadth and thickness in Wells	40	✓		Plating, Sheathing, material and thickness...			

SHELL PLATING.

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.		
Flat Plate Keel.....	57	.98	.78	.78		double	1"	3 3/4	five	1 1/8	5	lapped	
„ Dblg. (if any)						See letter 6.2.46			* accepted by Mr. Verrill 21/1/46				
Bottom Plating, No. of Strakes <i>four</i>		.71, .75	.75, .51	.51		double	7/8	3 1/2	four	7/8, 1"	3 1/4, 4	lapped	
Bilge Plating, No. of Strakes		.73	.51	.51		double	7/8	3 1/2	four	1"	4	"	
Side Plating, No. of Strakes <i>three</i>		.68	.48	.48		double	7/8	3 1/2	four	7/8	3 1/2	"	
Upper Deck, Sheer- strake in Wells.....	73 1/2	.90 + .08 = .98	.64	.54	.08 increase in area of stronger angle	-	-	-	five	1 1/8	5	"	
Upper Deck, Sheer- strake in Bridge ...	73 1/2	.98	-	-		-	-	-	five	1 1/8	5	"	
Strake below Sheer- strake in Wells.....	82 3/4	.73	.48	.48		double	1"	3 3/4	four	1	4	"	
Strake below Sheer- strake in Bridge ...	82 3/4	.73	-	-		double	1"	3 3/4	four	1"	4	"	
Poop Side Plating.....		-	-	.40		one strake	-	-	double	3/4	2 5/8	"	
Bridge Side Plating.....		.50, .44	-	-		one strake	-	-	double	3/4	2 5/8	"	
Forecastle Side Plating		-	.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).....16✓

„ Deck next below.....

As per Rule *ordinary cargo*.....7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME	{ Propeller Post	mild steel fabricated by Benders		
	{ Rudder	electrically welded ✓		
Speed of Vessel				
dia of stock forged	13 3/4 ✓	Bendmore		
RUDDER—Type		normal type		
" A × D.....		double plate		
" Diam. of head		fabricated by Benders		
" Mainpiece at top pintle		electrically welded		
" " heel		coupling		
" how constructed		horizontal ✓		
" double or single plate		as per		
" coupling, vertical or		app plan		
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Bolwelles*

Has the Steel been tested as required by the Rules? *Yes* ✓

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 built to plan for the standard tender 460 ft in length modified as regards rusting and welding to suit local conditions and any scantlings involved. The following are sister vessels, the same Builders No 1296-7 building at Swan & 1285 building at Belfast. The following reports are enclosed Rudder stock, demasts, oil tight hatches

The chain cables are in accordance with War Emergency Requirements To complete the equipment 60 fathoms of cable require to be supplied.

X. N° 1196 British Midget G's Report N° 69699.
N° 1197 B.C. Ship

The plans of the British Midget were forwarded to London with the F.E. Report. The following plans are forwarded herewith:—

Profile - Scuppers and Discharges
Stiffening in Way of Poop Trans & Bridge Ends
Ford. Oil Fuel, Bilge & Ballast Pumping Arrgt
Pumping Arrangements at ends
Cargo Oil Pumping Arrangement

Note:— Midship Section is fitted forwarded in advance.

The remaining class-features plans which refer to this vessel & N° 1295 are retained in Belfast Office. Forging reports forwarded herewith:— Rudder Stock, Tiller (Main), Tiller (Spare)

PARTICULARS OF ELECTRIC WELDING (if employed) upper deck stringer welded to sheertrake, butts of upper deck welded, crown of deep tank welded seams and butts, side stringers welded to shell throughout horizontal girders welded to bulkheads, gussets and brackets part welded, longitudinal and transverse bulkheads welded to shell, transverse welded to shell in corner wing tanks. Bilge keel welded to shell. The double bottom under main engines is an all welded structure. Stern frame and rudder angle butts and corners. Part elec. welded.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. oil engine, machinery aft cross stern D.F. E.S.D. Wireless, Lloyds A.C.P. Carrying petroleum in bulk longitudinal framing at bottom and at deck. 1st and 2nd deck clear of cargo tanks Part E. Welded

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WT + pins	490 lb 0 lbs	J.H.J. Nure. N° 6573	29.11.44.
	2nd	"	480 lb 7 lbs	A.E.G. Sand. N° 7114	16.1.45
	3rd	"	450 lb 3.17	J.H.J. Nure N° 6632	30.12.44

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.4 ft., R.Q.D. 92.41 ft., Bridge 50.5 ft., Forecastle 49.37 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 180785 Signal Letters Extreme Breadth over Belting no belting Over-all Length 484 (Circ. 1611) (Circ. 1703)
No. and Material of Decks one deck steel, second deck steel clear of oil tanks and fore deep
Parts of Bottom of Vessel coated with cement or approved composition Fore and after peaks
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. Feet.	Water Capacity. S.W. Tons.	Where Fitted.	Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft,			Fore peak tank,	23.3	155
Double bottom, under Engines and Boilers, OIL FUEL	46.5	150	After peak tank,	16	88.87
Double bottom, if under Engines only, COFFERDAM	2.58		Deep tank, aft,	22.5	279
Double bottom, if under Boilers only, LUB. OIL DRAIN	10.33	12.0	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.41	162.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 933

Date 15/12/43

Dates of Surveys held while building

1944
Oct 14, 25 Nov. 3, 9, 10, 15, 17, 21, 22, 23, 27, 29, Dec 1, 4, 5, 11, 12, 15, 1945
Jan 2, 4, 8, 10, 14, 23, 25, 27, Feb 28, 13, 19
22, 23 May 7, 8, 12, 13, 15, 22, 23, 26, 29, Apr 5, 9, 10, 12, 13, 16, 17, 18, 19, 20, 25, 26, 27 May 4, 7, 15, 16, 17, 21, 22
24, 25, 27, 28, 29 June 1, 4, 5, 6, 7, 8, 11, 13, 15, 18, 20, 22, 26, 27, 28, 29 July 2, 3, 5, 19, 20, 23, 24, 25, 26
27, 28, 31 Aug 1, 3, 7, 8, 9, 10, 17, 20, 24, 28, 29, Sept 1
1945 Nov 1, 9, 14, Dec 3, 5, 12, 17, 18, 20
Total No. of Visits 195
114

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.				Description of Anchor.		Shanks.	When tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
47346	1st Bower ...	73	2	0	✓			55	10	-	-	✓	77	✓	Byers Imp. C.S. Head per W.B. Byers 1880			Sunderland 8/3/85 Dovey	
47472	2nd „ ...	73	3	7	✓			55	15	-	-	✓	77	✓	“ “				

Rpt. 1*.
H.W. N/284
British Supremacy

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. Inches.	Rivets in Brackets to Bulkheads.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
Framing of L, L or C															
Keel															
Frames in Bridge between Decks ...															
Frames from Uppermost Continuous Deck Int. Centre Girders No. 1															
	2														
	3														
	4														
	5														
	6														
	7														
	8														
	9														
	10														
	11														
	12														
	13														
	14														
	15														
	16														
Spacing of Longitudinal Frames															
Amidships															
At Ends															
Double Bottoms L, L or C															
Tank Top Longitudinals															
Bottom															
Spacing of Longitudinals															
Amidships															
At ends...															
Transverses.															
Side (in 'tween Decks)															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
Side (in Hold)															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
Bottom															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
Back Bars															
Brackets															
Spacing of Transverse Frames...															
* State if joggled or liners.															
Longitudinal Beams of L, L or C															
Bridge Deck															
Upper															
Second															
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.															