

STEEL STEAMER or MOTORSHIP.

Received at London Office 21 OCT 1941

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*Port of **NEWCASTLE-ON-TYNE**No. **99856**Date of completion of report *14/10/41*Survey held at *Walker-on-Tyne*Date First Survey *24 October 1940*Last Survey *29 September 1941*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Screw Tanker "BRITISH HARMONY"* Machinery *off.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Freeboard*TONNAGE under Tonnage Deck... *7409.63*CLASS *+ 100 A.1.*State if with freeboard as condition of Class *No*Built at *Walker-on-Tyne*Launched *9th June 1941* Yard No. *1696*Builders *Swan, Hunter, Wigham Richardson*Owners *British Tanker Co. Ltd.*

Managers (Where necessary to be entered in Reg. Book.)

Residence

Port of Registry *London*If surveyed while building, afloat, or in dry dock *Yes.*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage *8452.55*Register Tonnage *4896.55*

REGISTERED DIMENSIONS.

FEET.

Length *466.3*Breadth *61.9*Depth *33.9.5*Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 463'-0"*Breadth (greatest moulded) *B 61'-9"*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'-0 1/2*1st Longitudinal Number (L x D) = *15760*2nd Numeral L x (B + D) = *44350*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.60*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.60*Do. Long Bridge to top of keel *✓*Draught Moulded *27'-5 3/4"*

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.
<i>For Longit. Framing see Rpt. 1 *</i>					
FRAMES, Spacing amidships	<i>3 1/4</i>	<i>✓</i>	Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	<i>27</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts		
SIDE FRAMING.			<i>Mach. space</i>	<i>63" x 54" x 46"</i>	<i>✓</i>
Frame Amidships, Angle, <i>E</i> or <i>L</i>	<i>10 3 1/2 40</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>3 1/2 3 1/2 48</i>	<i>✓</i>
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " top Angles	<i>5 5 54</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	" " bottom Angles	<i>5 5 54</i>	<i>✓</i>
" " Extends up to	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>2 62 46 42</i>	<i>✓</i>
Depth of Framing Girder	<i>10</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	<i>✓</i>
" " Second 'tween Decks, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	<i>✓</i>
" " Third " " " "	<i>10 3 1/2 40</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	<i>✓</i>
" " from 1/2 len. for'd. to 15% len. from Stem	<i>11 3 1/2 47</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>✓</i>	<i>✓</i>
" " in Peaks, Angle or <i>E</i>	<i>8 3 1/2 46</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 - 47/8</i>	<i>✓</i>	INNER BOTTOM PLATING, <i>Mach. space</i>		
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>60 x 52 (70 under Engine)</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	Thickness of remainder in Holds	<i>1.25 under Engine</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	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?	<i>See plan</i>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.	<i>See Longit. Framing Rpt. 1 *</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>L</i>			Spacing	<i>✓</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>
" " Foundation Plate on Floors			Spacing	<i>✓</i>	<i>✓</i>
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>
Side Keelsons, No. each side			Spacing	<i>✓</i>	<i>✓</i>
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	<i>✓</i>
" " Angles			Spacing	<i>✓</i>	<i>✓</i>
DOUBLE BOTTOM, in <i>Mach. space</i>			Poop Deck, Angle, <i>E</i> or <i>L</i>	<i>8 3 38</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>62 x 46 every frame</i>	<i>✓</i>	Spacing	<i>9 3 1/2 44</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Bridge Deck, Angle, <i>E</i> or <i>L</i>	<i>7 3 33</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing	<i>Every frame</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E</i> or <i>L</i>	<i>8 3 35</i>	<i>✓</i>
			Spacing	<i>9 3 1/2 38</i>	<i>✓</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.....									
" in 'tween Decks, Size and Spacing.....									
" " " " " "									
" in Holds " "									
" " " " " "									
" <i>Wing</i> <i>Centre Line Bulkhead</i> <i>5</i>	10	3 1/2	40	<i>Centre Gunks</i>					
Stiffeners and Spacing <i>3 1/4</i>	10	3 1/2	46	<i>Wing Gunks</i>					
Plating, thickness of	5	8	40	✓					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	71	3/8 x	70	✓ <i>72" applied</i>					
" " " " " in way of Bridge	88	x	70	✓					
" Angle in Wells	7	7	72	✓					
Thickness of Plating abreast Deck openings	<i>Centre stake</i>			(60) %					
in way of Wells	<i>Through "</i>			70 ✓ <i>see letter</i>					
Thickness of Plating abreast Deck openings	<i>Halch "</i>			60					
in way of Bridge									
Thickness of Plating within line of openings...				✓					
If Sheathed, material and thickness				✓					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...				✓					
Stringer Plate, breadth and thickness in way of Bridge				✓					
Thickness of Plating abreast Deck openings				✓					
in way of Bridge				✓					
Thickness of Plating within line of openings...				✓					
If Sheathed, material and thickness				✓					
Third Deck.									
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	38	x	38	✓					
Plating, Sheathing, material and thickness ...	30	x	28	with composition ✓					
Bridge Deck.									
Stringer Plate, breadth and thickness.....	56	x	44	✓					
Plating, Sheathing, material and thickness ...	32	with composition		✓					
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	36	x	38	✓					
Plating, Sheathing, material and thickness ...	36			✓					

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	<i>by end 3/8 L on plan</i>	Inches.	Inches.	
FLAT PLATE KEEL	53	.99	.77	.77		2R	1	4	4 Rows	1 1/8	5	Lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	B	.65	.76	.67		2R	7/8	3 1/2	4R	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes	F	.65	.86	.62		2R	7/8	3 1/2	4R	7/8	3 1/2	“
SIDE PLATING, No. of Strakes	G	.64	.48	.79		2R	7/8	3 1/2	4R	7/8	3 1/2	“
UPPER DECK, Sheer-strake in Wells.....	63	.98	.48	.48		✓	✓	✓	5R	1 1/8	5	“
UPPER DECK, Sheer-strake in Bridge ...	63	1.18	✓	✓		✓	✓	✓	5R	1 1/8	5	“
STRAKE BELOW Sheer-strake in Wells.....	81	.82	.48	.48		2R	1	4	4R	1	4	“
STRAKE BELOW Sheer-strake in Bridge ...	81	.82	✓	✓		2R	5 1/8	4 1/4	4R	1	4	“
POOP SIDE PLATING	✓	.40	✓	✓		1R	7/8	5 1/4	1R	3/4	2 5/8	“
BRIDGE SIDE PLATING ...	✓	.44	✓	✓		2R	3/4	4	2R	3/4	2 5/8	“
FORE'C'TLE SIDE PLATING	✓	.44	✓	✓		1R	3/4	9	1R	3/4	2 5/8	“

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

Deck next below

As per Rule

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Rolled Bar	10x2 ³ / ₄	✓	
STERN FRAME {	Propeller Post	Casts	11 ¹ / ₈ x8 ³ / ₄	The Steel Co. of Scotland. ✓
	Rudder	Steel	as approved ✓	
Speed of Vessel	Not to exceed 12 Knots.			✓
RUDDER-Type	As approved.			Lucas & Dorman Long & Co. Ltd. ✓
„ A x D	8.0 ft. ✓			
„ Diam. of head	13 ³ / ₄ ✓			
„ Mainpiece at top pintle	} as approved. ✓			
„ „ heel ...				
„ how constructed	E. Welded as approved. ✓			
„ double or single plate	Double ✓			
„ coupling, vertical or				
„ horizontal	Horizontal. ✓			

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	✓				
"	" Second "	✓				
"	" Third "	✓				
"	" Holds	✓				
COLLISION	" (in Hold)	✓				
AFTER PEAK	" "	✓				

STEEL.

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

Consett Iron Co., South Durham S.R.I. Co., German Long Co., Appleby Podingham S.R.I. Co.

Has the Steel been tested as required by the Rules?

EQUIPMENT No 46502 see Mid. Sec. LETTER <i>dt.</i>										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.			
40481	1st Bower	77	2	14	-	-	-	57	12	2	0	<i>Byers Improved stockless</i>	✓	L.P.H.S. 22/1/41. W.V. Hornum
40480	2nd "	77	1	21	-	-	-	57	8	3	0	<i>D^o</i>	✓	L.P.H.S. 22/1/41. W.V. Hornum
	3rd "													
	Collective weight.											<i>232.0.0</i>		
84215	Stream	23	3	6	6	1	4	23	13	3	0	<i>ordinary forged W.F. Iron</i>	-	L.P.H.C.H. 20/6/41. J.C. Paul.

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.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Owts. grs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
116312	240	2 1/2	11 1/2	157 1/2	757-1-22	940	300	2 5/16	Stud	✓	L.P.H.N. 19/6/41. J.A. Relf	TOWLINE...	130	5 1/2	84.4	130	5 1/2
	60	2 1/2										HAWSERS & WARPS	2-100	2 3/4	15.2	2-100	2 3/4
												"	2-100	2 3/4	15.2	2-100	2 3/4
												"					
Low Stream Cable or Steel Wire	120	4 3/4	✓	64.6	✓		120	4 3/4	✓			"	✓	✓	✓	✓	✓

Steering Gear, Type (Power or hand) *Power, Steam hydraulic* Alternative Means of Steering *Blocks & Tackle*
1 @ 24'-0" x 7'-8" x 3'-2" with mtr.
3 @ 24'-0" x 7'-6" x 3'-1"

Steering Chains (Size and Test) *✓* Windlass *Steam, Emerson Walker* Boats *✓*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) Thickness of Hatches *.64 steel plates to oil cargo tanks.*
.30 " " " stiffness to fore hold.

Size of Hatchways No. 1 (Fwd.) *6'3" x 10'-0" W.T. plate* No. 2 *6'-0" x 4'-0" oil cargo hatches* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
corr & stiffener *O.T. corr, steel.*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *FOR SWAN, HUNTER & WIGHAM RICHARDSON, LTD.*
Thos. Morrison
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 *Motor Vessel.*
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Oil 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 vessel has been constructed in accordance with the approved plans, the Secretary's letters and generally conforms with the Society's Rules for the class contemplated. The materials and workmanship are good. The weather decks clear of oil tanks and W.T. bulkhead above peak tank forward have been hot tested and found satisfactory. The peak tanks, all cargo tanks, deep tank forward, oil fuel bunkers, cofferdams and double bottom tanks have been tested as required by the Rules and found satisfactory. The requirements of Section 20 of the Rules, where applicable, for the carriage of oil fuel, having a flash point above 150°F have been complied with. The windlasses and steering gear have been tried over, (war conditions), and found satisfactory.

The assigned firebrands have been marked on the vessel's sides, keel and cut in.
The oil fuel is carried in bunkers at the forward end of the engine room, in fore deep tank and part of the double bottom under the machinery space.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, *18 OCT 1941*
 Special Survey Fee.... £ 616 : 19 : 9 Received by me, *19*
 Travelling Expenses, if any £ *19 0 0*

State whether the Vessel has been built under Special Survey *yes* I am of opinion the Vessel should be Classed *+100A.1.*
" Carrying petroleum in bulk."
 Signature *E.H. Dean.*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *NEWCASTLE-on-TYNE* Date of issue *19/11/41*

Committee's Minute *TUE 11 NOV 1941*
 Character assigned *+100A.1*
Carrying petroleum in bulk
Lloyd's arch. O.L. E.S.D. + sub. 9.41
2 sub. - 1500
Oil Reg. C.L.
note for S.R.L.

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 similar to the "BRITISH INFLUENCE" as indicated on the approved plans forwarded with this report - Newcastle report no. 97437.
Faging reports herewith.

Please return approved plans when finished with for dealing with
Sister vessel no 1698. (British Character)

PARTICULARS OF ELECTRIC WELDING (if employed) Only minor details of the structure electrically welded; electrodes used and methods employed are in accordance with the Rules.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser stern; machinery aft; Longitudinal framing at bottom and at deck; Lloyds A.R.P.; E.S.D. D.F.

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

1st Bower	65 46-0-4. Initials J.D. No. of Cert. 3209. Date 29-8-40.
2nd "	" 45-3-3. " J.D. " " 3204. " 27-8-40.
3rd "	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101'9½" ft., R.Q.D. ✓ ft., Bridge 44'0" ft., Forecastle 49'0" ft.

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

Official No. 168214 Signal Letters Extreme Breadth over Belting 62'0" Over-all Length 481'7"
No. and Material of Decks 1 DE STEEL. 2ND DE CLEAR of Cargo Tanks.
Parts of Bottom of Vessel coated with cement or approved composition Bottom of fore & after peak tanks and Engine room after well cemented.

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. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	24'2½"	209 ✓
Double bottom, under Engines and Boilers,			After peak tank,	16'0"	82 ✓
Double bottom, if under Engines only,	75'27'6"	37.	Deep tank, aft, Cofferdam.	3'6"	186
Double bottom, if under Boilers only,		4	Deep tank, forward, Cofferdam.	3'6"	188
Double bottom, forward,		135	Other tanks, if fitted, DEEP TANK, FORWARD.	39'9"	489. ✓
Total length (if continuous) and Capacity	75'	176	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5618

Date

26.11.40

Dates of Surveys held while building

1940
Oct. 24. 28. Nov. 4. 6. 11. 20 Dec. 23. 6. 9. 12. 16. 20. 30. Jan. 6. 15. 20. 26. Feb. 10. 12. 26. Mar. 10. 13. 19. Apr. 1. 8. 18. 20. 30. May 2. 5. 6. 7. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 28. 29. 30. June 3. 4. 5. 6. 7. 9. 18. 25. 28. Aug. 5. 12. 28. Sep. 4. 8. 11. 12. 15. 19. 24. 25. 29.



Lloyd's Register
Foundation

Total No. of Visits

70