

STEEL ~~STEAMER~~ MOTORSHIP.

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

22ND JUNE 1943.

Port of

GLASGOW.

No.

67278

Survey held at

GLASGOW

Date First Survey

20TH February 1942

Last Survey

15TH JUNE

1943.

On the

SINGLE SCREW MOTOR VESSEL "BRITISH PATIENCE" (MACHINERY AFT)

State Type

FULL SCANTLING.

State Type of Erections P, B & F.CLE.

TONNAGE under Tonnage Deck

7215.04

CLASS

100A1.

State if with freeboard as condition of Class

No.

Built at

GLASGOW

Launched

23RD MARCH 1943. Yard No. 1166 G.

Builders

HARLAND & WOLFF LTD

Owners

BRITISH TANKERS LTD

Managers

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

Residence

Port of Registry

LONDON.

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT.

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

Total

7215.04

Gross Tonnage

8097.17

Register Tonnage

4756.90

REGISTERED DIMENSIONS.

FEET.

Length

463.2

Breadth

61.2

Depth

33.1

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 460

Breadth (greatest moulded)

B 61

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

D 33.25

1st Longitudinal Number (L x D)

= 15295.0

2nd Numeral L x (B + D)

= 43355.0

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

13.83

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

Do. Long Bridge to top of keel

Draught Moulded

26'-11 1/4"

LONG⁴ FRAMING AS PER PAGE 5.

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	31 1/2" APART	✓	Bracket Floors, Frame		
IN WAY OF DEEP TANK FW	26" APART	✓	" " Reversed Frame		
" " Collision bulkhead	24" APART	✓	" " Vertical Struts		
" " in peaks			Centre Girder, depth and thickness	60" x 54" x 46"	✓
SIDE FRAMING.			" " top Angles	DOUBLE 5" 5" 50"	✓
Frame Amidships, Angle	10 3 1/2 7/16	✓	" " bottom Angles	DOUBLE 5" 5" 50"	✓
" " Extends up to	UPPER DECK	✓	Side Girders, No. each side and thickness	10 60", 1 1/2" x 60"	✓
Reversed Frame Amidships, Angle			" " 8 1 PART 43"		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	4 1/2" x 1/2"	✓
Depth of Framing Girder	10"	✓	" " Vertical Angle to Tank side	6 6 50"	✓
Frames in Uppermost Continuous tween Decks, Angle, [or]			" " Bracket, abaft 1/2 len. from stem		
" " Second tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third			" " Bracket from forward 1/2 len. from stem to Panting Area		
IN DEEP TANK FW	10 3 1/2 50	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " from 1/2 len. from 1/2 len. from stem	8 3 1/2 7/16	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " in Peaks, Angle, [or]	7 1/2 @ 4 1/2" APART	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	98" x 46"	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 @ 5 1/2"	✓	INNER BOTTOM PLATING, ENGINE RM		
State if Frame Joggled	YES.	✓	Breadth and thickness of Middle Line Strake	1 1/8" AS PER APPROVED PLAN.	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Thickness of remainder in Holds	5/2"	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	YES.	✓
SINGLE BOTTOM. DEEP TANK FW			BEAMS. LONG⁴ BEAMS AS PER PAGE 5	9 3 1/2 47"	✓
Floors, Depth and thickness at mid-line in Holds	48" 38"	✓	Uppermost Continuous Deck, FWD	7 3 38"	✓
Height of Brackets at side above base line at toe of frame	7'-0"	✓	" " in Wells, Angle, E or [@ 26" 8 24" APART.	✓
CR LINE 540	45, 35 8 33	✓	" " in way of Bridge, Angle, E or [8 3 1/2 7/16	✓
Middle Line Keelson, One Floor, Angle, E or [Spacing	@ 29, 30 1/4, 30, 27 3/4 x 24"	✓
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or [10 3 1/2 50"	✓
" " Foundation Plate on Floors			" " Spacing	@ 33, 29, 30 1/4, 30, 27 3/4 x 24"	✓
" " Flat Plate Keel Angles	4 DOUBBLE. ONE	✓	DEEP TANK FW	8 3 1/2 7/16	✓
Side Keelsons, No. each side			Third Deck, amidships, Angle, E or [
" " thickness of Intercoastal Plate	40	✓	Spacing	26"	✓
" " Angles	3 3 38"	✓	Fourth Deck, amidships, Angle, [or]		
" " TOP ANGLE	6 3 1/2 50"	✓	Spacing	8 3 1/2 7/16	✓
DOUBLE BOTTOM. ENGINE ROOM			Spacing	33, 29, 30 1/4, 30, 27 3/4 x 24"	✓
Solid Floors, thickness and spacing	50, 46 8 42	✓	Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	YES.	✓	Spacing	LONG ⁴ FRAMING.	✓
Bracket Floors, breadth and thickness at middle line	@ 30 1/4, 30 8 29	✓	Forecastle Deck, Angle, E or [10 3 1/2 7/16	✓
" " breadth and thickness at margin plate			Spacing	8 3 1/2 35"	✓

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	22			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 A.P.T.	✓	.36"	
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge	✓		
„ in Holds				Thickness of Plating IN PEAKS within line of openings	✓	.34"	
FORECASTLE „ „ „ „ „				If Sheathed, material and thickness	✓		
Centre Line Bulkhead, PMS 12'-0" FROM CR	10	3 1/2	7/16	Third Deck, DEEP TANK FW			
Stiffeners and Spacing.....	5	3 1/2	7/16	Stringer Plate, breadth and thickness		60" x .40	
Plating, thickness of		.42	.51	If Plated, state thickness		.36	
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		44" CR STRAKE	
Stringer Plate, breadth and thickness in Wells	90	.78		If Plated, state thickness	✓		
„ „ „ „ in way of Bridge	90	.78		Poop Deck.			
„ Angle in Wells	6	6	5/8	Stringer Plate, breadth and thickness		72" x .37	38" x .37
Thickness of Plating abreast Deck openings in way of Wells	.76	.60		Plating, Sheathing, material and thickness		.30	
Thickness of Plating abreast Deck openings in way of Bridge	.76	.60		Bridge Deck.			
Thickness of Plating within line of openings	✓			Stringer Plate, breadth and thickness		80 1/2" x .37	
If Sheathed, material and thickness	✓			Plating, Sheathing, material and thickness		.34	
Second Deck, AFT.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	76	.50	.40	Stringer Plate, breadth and thickness		46	.37
				Plating, Sheathing, material and thickness		.36	
				UN SHEATHED.	✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				UPPER EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.
	Inches.	Inches.	Inches.	Inches.		Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
FLAT PLATE KEEL	53	.97	.77	.77	DOUBLE	1"	4"	FIVE	1 1/8" 5" LAPPED.
„ Base (if any)									
BOTTOM PLATING, No. of Strakes FOUR		.70	.50	.55	DOUBLE	7/8"	3-5"	FOUR	7/8" 3-5" LAPPED.
BILGE PLATING, No. of Strakes ONE		.65	.50	.54	DOUBLE	7/8"	3-5"	FOUR	7/8" 3-5" "
SIDE PLATING, No. of Strakes THREE		.63	.46	.46	DOUBLE	2 @ 7/8"	3-5"	FOUR	7/8" 3-5" "
UPPER DECK, Sheer-strake in Wells	72	.94	.46	.46	1 ROW	1"	4"	FIVE	1 1/8" x 1 5/8" 4-5" "
UPPER DECK, Sheer-strake in Bridge		.94			2 ROWS	1"	5"	FIVE	1 1/8" 5" "
STRAKE BELOW Sheer-strake in Wells	77	.78	.46	.46	DOUBLE	1"	3-4 1/2"	FOUR	1" 4" "
STRAKE BELOW Sheer-strake in Bridge	77	.78			DOUBLE	1 1/8"	4-5"	FOUR	1" 4" "
POOP SIDE PLATING	(ONE STRAKE)		.40					DOUBLE	3/4" 2-6 1/2" "
BRIDGE SIDE PLATING	(ONE STRAKE)	.44						DOUBLE	3/4" 2-6 1/2" "
FORECASTLE SIDE PLATING	(TWO STRAKES)	.43			SINGLE	3/4"	3"	SINGLE	3/4" 2-6 1/2" "

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	16
Deck next below	✓
As per Rule APPROVED	16"

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper	.54"	10 x 3 1/2 x 7/16	36"	1 PLATE 32" x 40" WITH 12 x 3 1/2 x 4 1/2 B.A. FACE BAR	
„ Second	.54"	10 x 3 1/2 x 7/16	36"	1 PLATE 32" x 40" WITH 9 x 3 1/2 x 7/16 B.A. FACE BAR	
„ WING TANKS	.54"	10 x 3 1/2 x 7/16	36"	1 PLATE 28" x 40" WITH 6 x 3 1/2 x 7/16 B.A. FACE BAR	
„ Hold	.54"	10 x 3 1/2 x 7/16	36"	1 PLATE 28" x 40" WITH 6 x 3 1/2 x 7/16 B.A. FACE BAR	
COLLISION „ (in Hold)	.53"	8 x 3 1/2 x 7/16 B.A.	24"	DEEP TANK TOP & 2 SEMI BOX BEAMS 8 D.K.	
AFTER PEAK „ „	.50"	8 x 3 1/2 x 7/16 B.A.	24"	1 STRINGER & BOILER FLAT & M.D.E.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓	✓		
STEM		10 x 2 3/4"	ROLLED STEEL.	
STERN FRAME	Propeller Post	CAST AS PER PLAN.	W. BEARDMORE	
	Rudder	STEEL	W. BEARDMORE	
Speed of Vessel		11.5		
RUDDER Type		STREAMLINED DOUBLE PLATE.		
„ A x D		65" x 2"		
„ Diam. of head		FORGING 15" DIA.		
„ Mainpiece at top pintle		CAST 10 x 13"		
„ heel		STEEL		
„ how constructed		CAST STEEL FRAME & ARMS		
„ double or single plate		DOUBLE .50"		
„ coupling, vertical or horizontal		VERTICAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **THE STEEL CO OF SCOTLAND (OPEN HEARTH PROCESS)**

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

M.V. "BRITISH PATIENCE"

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. Ins.	Spang. Ins.		Number.	Diameter. Inches.		
Framing of Λ , Γ or \square															
Frames in Bridge 'tween Decks ...		207	3	$\frac{3}{8}$	TRANSVERSE FRAMING IN POOP & F'LE ✓				$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	7	$\frac{7}{8}$		
Frames from Uppermost Continuous Deck CENTRE GIRDER ON BOTTOM. No. 1		17	$\times 60 \times 4 \times 4 \times 68$		17	$\times 60 \times 4 \times 4 \times 68$	CHANNELS ✓		$\frac{7}{8}$	$\frac{5}{4}$	11 @ $\frac{3}{8}$	168	$\frac{7}{8}$		
" 2		"	"	"	"	"	"		"	"	"	"	"		
" 3		"	"	"	"	"	"		"	"	"	"	"		
" 4		LONGITUDINAL BULKHEAD. ✓													
" 5		17	$\times 60 \times 4 \times 4 \times 68$		17	$\times 60 \times 4 \times 4 \times 68$	CHANNELS		$\frac{7}{8}$	$\frac{5}{4}$	11 @ $\frac{3}{8}$	168	$\frac{7}{8}$		
" 6		"	"	"	"	"	"		"	"	"	"	"		
" 7		12	$\frac{3}{2}$	$\frac{9}{16}$	12	$\frac{3}{2}$	$\frac{9}{16}$		"	"	"	18	$\frac{7}{8}$		
" 8															
" 9															
" 10															
" 11															
" 12															
" 13															
" 14															
" 15															
Spacing of Longitudinal Frames	Amidships	36" ✓													
	At Ends				36" ✓										
Double Bottoms Λ , Γ or \square	Tank Top Longitudinals														
	Bottom ..														
Spacing of Longitudinals	Amidships	DOUBLE BOTTOM IN MOTOR ROOM FRAMED TRANSVERSELY ✓													
	At Ends...														
Transverses.									Rivets in Lugs to Shell						
Side (in 'tween Decks) BRIDGE.	Depth and Thickness	15	$\frac{3}{8}$												
	Face Angles	3	3	$\frac{3}{8}$											
	Lugs to Shell*	$\frac{3}{2}$	$\frac{3}{2}$	$\frac{3}{8}$					$\frac{3}{4}$	$\frac{3}{4}$					
Bottom Side (in Hold) WING TANKS	Depth and Thickness	37	$\frac{1}{4}$		37	$\frac{1}{4}$									
	Face Angles	8	$\frac{3}{2}$	$\frac{7}{16}$	8	$\frac{3}{2}$	$\frac{7}{16}$								
	Lugs to Shell*	6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$		$\frac{7}{8}$	$\frac{3}{2}$	$\frac{3}{4}$				
Bottom CENTRE TANKS	Depth and Thickness	40	$\frac{1}{2}$	$\frac{1}{4}$	40	$\frac{1}{2}$	$\frac{1}{4}$								
	Face Angles	6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$	DOUBLE.							
	Lugs to Shell*	6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$		$\frac{7}{8}$	$\frac{1}{2}$	$\frac{3}{4}$				
	" " Back Bars ...	$\frac{3}{2}$	$\frac{3}{2}$	$\frac{7}{16}$	$\frac{3}{2}$	$\frac{3}{2}$	$\frac{7}{16}$		$\frac{7}{8}$	$\frac{1}{2}$	$\frac{3}{4}$				
	Brackets			$\frac{1}{4}$			$\frac{1}{4}$								
Spacing of Transverse Frames	10'-6" APART.				10'-6" APART										
* State if joggled or liners.															
Longitudinal Beams of Λ , Γ or \square	Bridge Deck ...	5	3	$\frac{3}{8}$					Spacing.	36" ✓					
	Upper ..	9	$\frac{3}{2}$	$\frac{7}{16}$	9	$\frac{3}{2}$	$\frac{7}{16}$		36" ✓						
	Second ..	8" CR GIRDER				8" CR GIRDER									
	Third ..	60" x 40" FLANGED 7" ON LOWER EDGE				60" x 40" FLANGED 7" ON LOWER EDGE									
Transverse Beams															
Upper															
Lower															
DK.															

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.

EQUIPMENT No 45231.81										LETTER C F	ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
43601	1st Bower	73	3	0				55	15	0	0	BYERS STOCKLESS		SUNDERLAND, 29/4/43, R.I. VOGAN.
43469	2nd "	73	2	14				55	15	0	0	"		" 10/4/43, " "
	3rd "													
	Collective weight.													
55881	Stream	22	1	22	5	3	0	22	16	0	0	ORDINARY		CADLEY HEATH, 27/2/43, W. NORMAN.

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.	Station.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
3329	238 1/2	2 7/16	106 1/10	149 1/8	715-2-7	712-0-23	300	2 7/16	STUD LINK	—	NETHERTON 30/4/43. J.A. R.E.L.F.	TOWLINE	130	5 1/4	77.5	130	5 1/4	
"	2 SPARE JOINING SHACKLES 2-0-21												HAWSERS & WARPS	2@100	2 3/4	15.2	2@100	2 3/4
"	2 SPARE END SHACKLES 3-1-21													2@100	2 3/4	15.2	2@100	2 3/4
Stream	120	4 3/4		64.6			120	4 3/4	9.5.4.	BRITISH ROPE L ²								
Steel Wire																		

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY J. HASTING & CO Alternative Means of Steering BLOCKS & TACKLE

Steering Chains (Size and Test) NONE. Windlass STEAM BY EMERSON WALKER. Boats 1@24.05 x 8.1 x 3.45
1@23.85 x 8.0 x 3.4
1@24.0 x 7.95 x 3.4
1@24.0 x 8.1 x 3.45

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

Cargo Hatchways.-(Upper Deck) STEEL PLATES & ANGLES. Thickness of Hatches STEEL COVERS 60 AT CARGO OIL HATCHES.

Size of Hatchways No. 1 (Fwd.) 8'8" x 8'0" No. 2 27' CARGO No. 3 27' CARGO No. 4 27' CARGO No. 5 27' CARGO No. 6 27' CARGO

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

Builder's Signature [Signature] Govan Secretary [Signature]

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 VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS OF VARIOUS DATES & IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES FOR THE CLASS CONTEMPLATED. THE WORKMANSHIP & MATERIALS ARE GOOD.

CARGO OIL TANKS, OIL FUEL BUNKERS, FW & AFTER COFFERDAMS, DEEP TANK FW, FORE & AFTER Pk TANKS, F.W. TANKS AFT, DOUBLE BOTTOM TANKS & COFFERDAMS, BULK HEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY.

BILGE SUCTIONS & HAND PUMPS TRIED & FOUND SATISFACTORY.

FREEBOARD VERIFIED & MARKS CUT IN ON VESSELS SIDES.

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

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

EQUIPMENT:- ANCHORS & CABLES FITTED IN ACCORDANCE WITH WAR EMERGENCY REQUIREMENTS (1 BOWER ANCHOR & 60 FTHS OF CABLE REQUIRES TO BE SUPPLIED TO COMPLETE THE EQUIPMENT IN ACCORDANCE WITH RULE REQUIREMENTS.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee... £ 603 : 12 : 9 Received by me, 29 JUN 1943

FREEBOARD Travelling Expenses, if any £ 19 : 0 : 0

I am of opinion the Vessel should be Classed 100 A1 "CARRYING PETROLEUM IN BULK" "LONGITUDINAL FRAMING AT BOTTOM & AT DECK"

Signature [Signature] Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey YES.

IN DUPLICATE Certificate to be sent to GLASGOW OFFICE. Date of issue 26/7/43

Committee's Minute GLASGOW 29 JUN 1943

Character assigned -1- 100 A1 6.43

Carrying Petroleum in Bulk

Longitudinal Framing at Bottom & at Deck

-1- Lmc 6.43 Oil Eng

2 H.B. 150 lb.

Lloyd's Assoc

Note:- Eng.

002550-002558-01023/3

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 AS BUILT FORWARDED. 25/6/43.
- 1 MIDSHIP SECTION
 - 2 SCANTLINGS IN WAY OF OIL TANKS
 - 3 STEEL DECKS
 - 4 TYPICAL TRANSVERSE O.T. BULKHEAD.
 - 5 RUDDER PLAN
 - 6 STERN FRAME.
 - 7 SCANTLINGS IN WAY OF MACHINERY SPACE.
 - 8 ENGINE SEATING & TANK TOP.
 - 9 FORE END SCANTLINGS
 - 10 FRAMING IN NOS 1 & 2 ALSO 8 & 9 WING OIL TANKS.
 - 11 OIL FUEL BUNKERS & AFTER COFFERDAM.
 - 12 COFFERDAM BH° FW°
 - 13 LONG T° BH° IN WAY OF OIL FUEL BUNKERS.
 - 14 FORE PK BH° & CHAIN LOCKER.
 - 15 AFTER END FRAMING.
 - 16 PUMPING ARRANGEMENT.
 - 17 DECKHOUSE ABOVE BRIDGE OK
 - 18 POOP DECKHOUSE & BOAT DECK.
 - 19 HOUSES ABOVE UPPER BRIDGE.
 - 20 ARRANGEMENT OF STEAMING OUT CONNECTIONS TO CARGO OIL TANKS.

THE FOLLOWING REPORTS ARE ENCLOSED HERewith:—CASTING RPT N° 11437 FOR STERN FRAME, N° 11437 FOR RUDDER FRAME, N° 11258 FOR SPARE TILLER, FORGING RPT N° 11497 FOR RUDDER STOCK & N° 11536 FOR MAIN TILLER.

THIS VESSEL IS A SISTER SHIP TO M.V. BRITISH VIGILANCE & BRITISH MERIT (GLS RPTS N°S 65550 & 65770)

PARTICULARS OF ELECTRIC WELDING (if employed) VENTILATORS & CARGO OIL HATCHES, PART OF TANK TOP IN MACHINERY SPACE, DECK BUTTS WELDED ON BRIDGE & POOP, ALSO 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 & AT DECK, CRUISER STERN, 1 DECK & 2 DECK ARE CLEAR OF OIL TANKS, WIRELESS, LLOYDS A & C.P. OIL ENGINE, DIRECTION FINDER, 5 YARD COMPASS, ECHO SOUNDING DEVICE, MACHINERY REY.

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

1st Bower
2nd "
3rd "

4 B-3-14 INCLUDING PINS & JOINTS, CERT N° 5455 26TH FEB 1943.
49-1-14 " " R.E. GALLIFORD CERT N° 4785 2ND FEB 1943.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.66 ft., Bridge 47.56 ft., Forecastle 53.58 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 168451 Signal Letters Extreme Breadth over Belting 479.4 Over-all Length 479.4

No. and Material of Decks 1 DECK & 2 DECK CLEAR OF CARGO TANKS.

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFTER PKs, FEED WATER & D.B. COFFERDAMS 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,	23.41	146
Double bottom, under Engines and Boilers, Aft	68.729	167	After peak tank,	16.0	100
Cofferdams, if under Engines only, 2 OFF.	5.125		Deep tank, aft,	26.0	390
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	73.854	167	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6595

Date 15.7.1941

Dates of Surveys held while building

1942 Feb 20. Mar 17.25 Apr 2.20.22.24.28 May 1.7.15.25.28 Jun 1.4.18 July 1.7.10.14.28 Aug 5.11.13.18.25 Sep 18
25.29 Oct 2.7.8.13.15.16.20.26.28 Nov 2.4.5.9.11.16.18.20.24.26 Dec 1.3.7.9.11.15.17.18.21.23.28 1943 Jan 4.6.8
11.12.14.18.20.22.25.27.29 Feb 1.3.4.5.8.10.12.15.17.19.23.25.28 Mar 1.2.4.5.9.10.12.15.17.18.23 Apr 21.29 May 7
10.12.17.19.20.24 Jun 2.3.7.8.10.14.15.

Total No. of Visits 111.