

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

4 July 1947

Port of

Sunderland

No. 34717

Survey held at

Sunderland

Date First Survey

24 April 1946

Last Survey

2 July

1947

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

M.V. "BRITISH FERN", Single Screw, Machinery aft.

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

Full Scantling

State Type of Erections Poop, Bridge & Fore.

TONNAGE under Tonnage Deck ...

7499.91

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

Total

Gross Tonnage

Register Tonnage

8581.72

4918.69

CLASS

+100A.1. Carrying Petroleum in Bulk

State if with freeboard as condition of Class

No

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

L 463.46

Breadth (greatest moulded)

B 61.75

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

D 34.08

1st Longitudinal Number (L x D)

15795

2nd Numeral L x (B + D)

44413

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

✓

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

13.60

Do. Long Bridge to top of keel

✓

Draught Moulded

27'6"

Built at

Sunderland

Launched

6th February, 1947. Yard No. 771

Builders

Sir James Laing & Sons, Ltd.

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

REDUCED DIMENSIONS.

FEET

Length

469.60

Breadth

62.05

Depth

33.95

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 ✓		Bracket Floors, Frame	✓	
IN FORE HOLD from 1/2 length amidships to Collision bulkhead	27 ✓		Reversed Frame	✓	
in peaks	24 ✓		Vertical Struts	✓	
SIDE FRAMING. RPT 1* ATTACHED			Centre Girder, depth and thickness amidships	63 x 54 1/2 x 46	
Frame Amidships, Angle	10 3 1/2 x 40 ✓		top Angles	3 1/2 3 1/2 x 48 1/2 x 44	
with side girders & tie beams as approved.	Upper deck ✓		bottom Angles	4 4 x 50	
Extends up to	✓		Side Girders, No. each side and thickness	20 x 62	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	Flat tank top	
Extends up to	✓		HORIZ. Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 x 50	
Depth of Framing Girder	10 ✓		Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓		Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Second 'tween Decks, Angle, [or [	✓		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
Third	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	46	
IN FORE HOLD from 1/2 len. forward to 15% len. from Stem	11 3 1/2 x 47 & as approved		INNER BOTTOM PLATING. (AFT)		
in Peaks, Angle or [	8 3 1/2 x 46		Breadth and thickness of Middle Line Strake	55 x 52	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/2 dia		Thickness of remainder in Hold	1.25 @ 54	
State if Frame Joggled	Yes		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	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships in Walls, Angle, [or [	10 3 1/2 x 38	
SINGLE BOTTOM. (IN CARGO TANKS)			FORWARD in way of Bridge, Angle, [or [	8 3 x 40 & as approved	
Floors, Depth and thickness at mid-line in Holds	Long. Framing Set also Rpt 1* Attached		Spacing	Every frame	
Height of Brackets at side above base line at toe of frame	✓		Second Deck, amidships, Angle, [or [✓	
Middle Line Keelson, on Floors, Angles	3 1/2 3 1/2 x 50		Spacing	✓	
Through Plate or Inter-costal Plate	54 x 42		Third Deck, amidships, Angle, [or [✓	
Foundation Plate on Floors	✓		Spacing	✓	
Flat Plate Keel Angles	4 4 x 50		Fourth Deck, amidships, Angle, [or [✓	
Side Keelsons, No. each side	✓		Spacing	10 3 1/2 x 40 9 x 3 1/2 x 38	
thickness of Inter-costal Plate	✓		Poop Deck, Angle, [or [	2 as approved FOR & END.	
Angles	✓		Spacing	Every frame	
DOUBLE BOTTOM. (AFT)			Bridge Deck, Angle, [or [	7 3 x 33	
Solid Floors, thickness and spacing	62, 50 & 42 @ 30 & 28		Spacing	Every frame	
Are Frame and Reversed Frame joggled?	Yes		Forecastle Deck, Angle, [or [	9 3 1/2 x 38 & as approved	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	Every frame	
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 E. DECK GIRDER	60 x 50 fl 7" (+.08" OWNERS)		Stringer Plate, breadth and thickness in way of Bridge AT LONG SHDS.	29 x 50 fl 3" (+.08" OWNERS)	
in 'tween Decks, Size and Spacing	3 1/2 3 1/2 .40	DOUBLE CORR. TO DE.	Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" " " " " "			Thickness of Plating within line of openings		
" " " " " "			If Sheathed, material and thickness		
2 LONGS ✓ Centre Line Bulkheads, Stiffeners and Spacing	@ 30" SP	10 3 1/2 .40	LOWER STRINGERS Third Deck. Stringer Plate, breadth and thickness AT SHELL	29 x 50 fl 3" (+.08" OWNERS)	
Plating, thickness of	.51	8.50 (+.08" OWNERS)	If Plated, state thickness AT LONG SHDS.	29 x 50 fl 3" (+.08" OWNERS)	
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Way of POOP FRONT	74 x 72		Fourth Deck. Stringer Plate, breadth and thickness		
" " " " " " in way of Bridge	.90		If Plated, state thickness		
" " " " " " Angle in Wells	7 7 .72		Poop Deck. Stringer Plate, breadth and thickness	72 x 38	
Thickness of Plating CLEAR OF abreast Deck openings in way of Wells	.70		Plating, Sheathing, material and thickness	.30 & .26	3" OREGON PINE AT SIDES & FOR END & 2" DURASTIC CORR. AT AFTER END
Thickness of Plating IN WAY OF abreast Deck openings in way of Bridge	.58		Bridge Deck. Stringer Plate, breadth and thickness	72 x 40	
Thickness of Plating within line of openings			Plating, Sheathing, material and thickness	.26 WITH WELDED FLATS.	between beams as approved (3" OREGON PINE)
If Sheathed, material and thickness			Forecastle Deck. Stringer Plate, breadth and thickness	.38	
UPPER STRINGERS Second Deck. Stringer Plate, breadth and thickness AT SHELL	29 x 50 fl 3" (+.08" OWNERS)		Plating, Sheathing, material and thickness	.36	

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	State if joggled?	RIVETS.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		NO. OF ROWS OF RIVETS.	RIVETS.	NO. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	51	1.01	.83	.83	app. 53 x 99 see later 31-1-45 min "British Pine" used.	Double	1 4		
" Dblg. (if any)									
Bottom Plating, No. of Strakes (FOUR)	A.B. 65	.65	.72	.51	.76 IN WAY OF FOR? DEEP TANK.	Double	7/8 3 1/2		
Bilge Plating, No. of Strakes (ONE)	E 66	.66	.73	.51		Double	7/8 3 1/2		
Side Plating, No. of Strakes (THREE)		.64	.48	.48		Double	7/8 3 1/2		
Upper Deck, Sheer-strake in Wells	63	.98	.48	.48		Double	1 4		
Upper Deck, Sheer-strake in Bridge									
Strake below Sheer-strake in Wells	81	.82	.48	.48		Double	1 4		
Strake below Sheer-strake in Bridge									
Poop Side Plating				.40		Single	3/4 3		
Bridge Side Plating		.44							
Forecastle Side Plating			.44			Single	3/4 3		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	17 ✓
" Deck next below	✓
As per Rule	7

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
IN WAY OF TANKS.				2 GIRDERS	
MIDSHIP BULKH'D, Upper 'tween decks	.51	8.50	10" x 3 1/2" x .40	30" 30" x .50 fl. 4"	
IN WAY OF WING TANKS				2 GIRDERS	
" " Second	.51	8.50	10" x 3 1/2" x .40	31 3/4 26" x .50 fl. 3"	
" " Third				30" x .50 fl. 3"	
" " Holds					
COLLISION (in Hold) N° 179	.53		26" 10" x 3 1/2" x .40	24" 2 Decks & 3 S.B. Beams	
AFTER PEAK " N° 9	.46		9" 3 1/2" x .375	24" 2 Flats.	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar UPPER PORTION	Flat plate			
STEM LOWER	M.S. Fashion Plate			
STERN FRAME	Propeller Post	Cast	As The Walsingham	
	Rudder	Steel	Approved Steel Co., Ltd.	
Speed of Vessel		11 1/2 Knots		
RUDDER—Type		Simplex		
" A x D.		387		
" Diam. of head		11" (INCL. 10%)		
" Mainpiece at top pintle				
" " heel				
" how constructed		Fabricated as per plan		
" double or single plate coupling, vertical or horizontal		.60		
		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
	Dorman Long & Co., Ltd.; Consett Iron Co., Ltd.; Skinningrove Iron Co., Ltd.; Lanarkshire Steel Co., Ltd.; Colvilles, Ltd.; Appleby-Frodingham Steel Co., Ltd.; South Durham Steel & Iron Co., Ltd.; Corby Fleet Iron Co., Ltd.; and (The Steel Co. of Scotland.	
	Has the Steel been tested as required by the Rules?	Yes ✓

PARTICULARS OF LONGITUDINAL FRAMING. (AT BOTTOM & UPPER DECK)

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.	
-, L or C														
Edge 'tween Decks ...														
Uppermost Continuous														
No. 1														
" 2														
" 3														
" 4														
" 5														
" 6														
" 7														
" 8														
" 9														
" 10														
" 11														
" 12														
" 13														
" 14														
" 15														
" 16														
At Amidships														
At Ends														
Top Longitudinals														
Bottom														
At Ends														
Transverses (BOTTOM)														
Depth and Thickness														
Face Angles														
Lugs to Shell														
Depth and Thickness														
Face Angles														
Lugs to Shell														
Depth and Thickness														
Face Angles														
Lugs to Shell														
Back Bars														
Brackets														
Spacing of Transverse Frames														
State if jogged or liners.														
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.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

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 ship is the third of this type to be built by Messrs. Sir J. Laing & Sons, Ltd., and is a sistership to their Yard No 768, M.V. "BRITISH PRINCESS" (See Sunderland Rpt. No 34524), and their Yard No 770, M.V. "BRITISH HOLLY" (See Sunderland Rpt. No 34597).

The following casting certificates are enclosed—Sternframe, Rudder head, Main tiller, Tiller, & for Simplex Rudder.

NOTE:—The chain cable for this ship, viz. 200 fms. at 2½" dia., was supplied weighing only 927 cwt. 0 qrs. 14 lb. (incl. 2 open end attachment links) as compared with the Rules requirement of 940 cwt. In view of this discrepancy in weight it is recommended that an additional 15 fms. will require to be supplied at the earliest convenience, (please see also Secretary's letter dated 17th June, 1947).

Rpt 10 issued - copy attached.

940
927
3

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell, upper deck, poop, bridge & forecastle deck plating welded; poop dk., bridge dk., forecastle dk., upper dk. inside poop & forecastle, stringers fore & aft, & tank tops forward welded to shell; transverse bulkheads welded to long. bulkheads, to deck and to bottom shell; long. bds. welded to shell & to deck; bulkhead girders & webs welded to bulkheads, transverses welded to deck, to long. bds. & to bottom shell; hatch & ventilator coamings & other items of minor importance welded. Electrodes complying with Sect. 4 of the Rules have been employed for manual welding & the Rules for the application of Electric Arc Welding to Ship Construction have been complied with where applicable.

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 and decks; Butts of shell and deck electrically welded; oil engines; Cruiser Stern; Wireless; Direction Finder; Echo Sounding; Gyro Compass & Radar (Type 268) supplied by Messrs. W. H. Smith & Co. (Electrical Engineers), Ltd., Manchester.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	50 - 3 - 9	J. H. J.	8329	29-11-46
	2nd "	50 - 1 - 0	A. E. G.	8662	19-7-46
	3rd "	45 - 1 - 14	A. E. G.	8514	14-5-46
	STREAM.	19 - 1 - 21	J. H. J.	8155	2-10-46

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.1 ft., R.Q.D. ✓ ft., Bridge 47.0 ft., Forecastle 46.5 ft.

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

Official No. 181663 Signal Letters G.W.M.N. Extreme Breadth over Belting No belting Over-all Length 490.0"

No. and Material of Decks One (1) Steel deck (upper) - Forecastle, Bridge & Poop decks, steel.

Parts of Bottom of Vessel coated with cement or approved composition F. & A. Peak tanks, Feed Water D.B. tank, E.R. after well, and D.B. cofferdams in way machinery spaces cemented on bottom shell, & elsewhere in these spaces cement washed. Cement

Particulars of composition (if fitted) and of approval fillers at seams in fuel oil tanks & pump rooms. Tank top & bilges in way machinery spaces coated with bitumastic solution.

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.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	24.2	129
Double bottom, if under Engines only, ^{Feed Water (12-28)}	46.0	37.0	Deep tank, aft, ^{AFTER C.D. (43-44)}	16.0	73
Double bottom, if under Boilers only, ^{Oil Fuel (29-29)}	24.0	70.0	Deep tank, forward, ^{FOR C.D. (164-165)}	3.5	185
Double bottom, forward,	✓	✓	Other tanks, if fitted, ^{DEEP O.F. BUNKER (165-179)}	31.5	383
Total length (if continuous) and Capacity	66.5	107	(If necessary furnish further information by sketch.)	12.0	92

Order for Special Survey No. 6164

Date 22-1-45

Dates of Surveys held while building

1946. Apr 24, May 7, 9, 22, Jun 11, 19, 25 July 15, 22 Aug 7, 14, 16, 19, 22, 24, 30 Sep 5, 17, 24
Oct 4, 14, 16, 18, 25, 30, 31 Nov 7, 12, 15, 21, 26, 28 Dec 2, 6, 10, 12, 16, 17, 18, 19, 21, 23, 24, 28, 31
1947. Jan 3, 6, 7, 8, 10, 14, 15, 16, 17, 20, 22, 23, 24, 27, 28, 31 Feb 3, 5, 6, 17 Mar 6, 19 Apr 9, 14, 16, 21, 25
May 1, 6, 12, 13, 19, 20, 23 Jun 3, 5, 11, 17, 19, 20, 23, 24, 26, 27, 30 Jul 1, 2

Total No. of Visits 92