

STEEL STEAMER or MOTOR

19 JAN 1949

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 **30 TH DECEMBER 1948** Port of **GLASGOW**No. **73527**Survey held at **GLASGOW** Date First Survey **1ST SEPTEMBER 1947** Last Survey **29 TH DECEMBER 1948**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **SINGLE SCREW OIL TANKER "BRITISH MARINER" (MACHINERY AFT)**

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

FULL SCANTLINGState Type of Erections **LONG POOP, SHORT BRIDGE & FORECASTLE**TONNAGE under Tonnage Deck **7515.36**CLASS **+100 A.I. CARRYING PETROLEUM IN BULK.** State if with freeboard as condition of Class **No**Built at **GOVAN. GLASGOW**Do. of space or spaces between Tonnage Deck and Upper Dk. **3 1/2 CABLE**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **463.0**Launched **16 TH SEPT. 1948** Yard No. **1378.G**Total **7515.36**Breadth (greatest moulded) **B 61.5**Builders **HARLAND & WOLFF, LD.**Gross Tonnage **8575.84**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**Owners **BRITISH TANKER CO. LD.**Register Tonnage **4949.40**1st Longitudinal Number (L x D) **15,742**Managers **(Where necessary to be entered in Reg. Book)**2nd Numeral L x (B + D) **44,216.5**Residence **(Where necessary to be entered in Reg. Book)**

REGISTERED DIMENSIONS.

FEET

Length **470.4**Breadth **61.8**Depth **33.8**Framing Depth "d," at middle of length. See Sec. 3 (1d) **-**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.62**Do. Long Bridge to top of keel **-**Draught Moulded **SUMMER 27' 4 1/4"**Port of Registry **LONDON**

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PER PAGE 5

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

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Any Departure from Approved Plans to be Noted.

FRAMES, Spacing amidships

31 ✓" " from **FRAME 159** length amidships to Collision bulkhead**27** ✓

" " in peaks

24 ✓

SIDE FRAMING.

Frame Amidships, Angle, **E or C****10 3 1/2 .42** ✓

" " Extends up to

UPPER DECK ✓

Reversed Frame Amidships, Angle

-

" " Extends up to

-

Depth of Framing Girder

-Frames in Uppermost Continuous 'tween Decks, Angle, **C or E****-**" " Second 'tween Decks, Angle, **C or E****-**

" " Third

-from **1/2** len. for'd. to **15%** len. from Stem**-**" " in Peaks, Angle or **C****8 3 1/2 .47** ✓

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

7/8 2 4 3/8 ✓**1 2 5 1/2** ✓

State if Frame Joggled

YES ✓

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

YES ✓

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

YES ✓

SINGLE BOTTOM, IN DEEP TANK.

Floors, Depth and thickness at mid line in Hold

48 x .38 ✓

Height of Brackets at side above base line at toe of frame

AS APPROVED ✓Middle Line Keelson, on Floors, Angles, BULKHEAD **E or C****.44** ✓

" " Through Plate or Inter-costal Plate

-

" " Foundation Plate on Floors

-

" " Flat Plate Keel Angles

DOUBLE 4 1/4 .50 ✓

Side Keelsons, No. each side

2 ✓

" " thickness of Inter-costal Plates

WELDED TO SHELL 1 1/2 ✓" " Angle **TOP SINGLE****6 3 1/2 .50** ✓

DOUBLE BOTTOM, IN ENGINE SPACE

Solid Floors, thickness and spacing

.46 EVERY FR. ✓

" " Are Frame and Reversed Frame joggled?

FRAMES JOGGLED ✓

Bracket Floors, breadth and thickness at middle line

-

" " breadth and thickness at margin plate

-

Bracket Floors, Frame

-

" " Reversed Frame

-

" " Vertical Struts

-Centre Girder, depth and thickness amidships **59 1/4 x .54 .46**" " top Angles **WELDED TO INNER BOTTOM** ✓" " bottom Angles **DOUBLE 4 4 .60** ✓Side Girders, No. each side and thickness **2 2 .60** ✓Margin Plate depth (excl. of flange) and thickness **TANK TOP LEVEL OUT TO SHELL.**" " Vertical Angle to Tank side Bracket abaft **1** len. from stem **6 6 .46** ✓" " Vertical Angle to Tank side Bracket from forward **1** len. from stem to Panting Area **-**" " Gussets, spacing and scantling abaft **1** len. from stem **-**" " Gussets, spacing and scantling from forward **1** len. from stem to Panting Area **-**Tank Side Brackets, height above base line at toe of Frame and thickness **95 1/4 x .46** ✓

INNER BOTTOM PLATING, IN ENG. SPACE.

Breadth and thickness of Middle Line Strake **96 1/2 x .62** ✓Thickness of remainder in Hold **1.25 UNDER ENGINE. .54 ELSEWHERE.** ✓Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Bunkers and Boiler Room? **YES** ✓

BEAMS.

Uppermost Continuous Deck, amidships in Wells, Angle, **E or C**

LONGITUDINAL BEAMS

AS PER PAGE 5

" " in way of Bridge, Angle, **E or C****" " "**UPPER DK IN POOP **E or C** **B.A.****8 3 1/2 .36** To 7x3x.40UPPER DK IN FORECASTLE **E or C** **B.A.****8 3 .48** To 7x3x.33Second Deck, amidships, Angle, **E or C****EVERY FR. 8 3 .35**

" " IN ENGINE SPACE

EVERY FR. 8 3 .35SECOND FORWARD Third Deck, amidships, Angle, **E or C****8 3 .44** To 6x3x.32

" " Spacing

EVERY FR.Fourth Deck, amidships, Angle, **E or C****-**

" " Spacing

-Poop Deck, Angle, **E or C****8 3 .40 .35** ✓

" " Spacing

EVERY FR.Bridge Deck, Angle, **E or C****7 3 .45** ✓

" " Spacing

EVERY FR.Forecastle Deck, Angle, **E or C****8 3 .35** ✓

" " Spacing

EVERY FR.

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER 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.....	53	.99	.84	.83	.77 AT ENDS.	DOUBLE	1	4	-	-	-	WELDED.	
„ Dblg. (if any)	-	-	-	-	-	-	-	-	-	-	-	-	
Bottom Plating, No. of Strakes 4	3 w 1 w	.65 .66	.55 .54	.54	.50 AT ENDS (CLEAR OF OIL)	"	7/8	3 1/2	-	-	-	WELDED	
Bilge Plating, No. of Strakes 1	-	.66	.50	.55	" " " "	"	"	"	-	-	-	"	
Side Plating, No. of Strakes 3	-	.64	.47	.47	-	"	7/8	3 1/2	-	-	-	"	
Upper Deck, Sheer- strake in Wells.....	67 1/2	.98	.58	.48	.48 AT ENDS	-	-	-	-	-	-	"	
Upper Deck, Sheer- strake in Bridge ...	"	1.15 AT POOP & BRIDGE ENDS.	-	-	BRIDGE SIDE PLATING CARRIED DOWN TO DECK	-	-	-	-	-	-	"	
Strake below Sheer- strake in Wells.....	81	.82	.54	.48	.48 AT ENDS.	DOUBLE	1	4	-	-	-	"	
Strake below Sheer- strake in Bridge ...	"	.82	-	-	-	"	1 1/8	4 1/2	-	-	-	"	
Poop Side Plating.....	-	-	-	.40	-	SINGLE	3/4	3	-	-	-	"	
Bridge Side Plating.....	-	.44	-	-	-	ONE STRAKE	-	-	-	-	-	"	
Forecastle Side Plating	-	-	.44	-	-	SINGLE	3/4	3	-	-	-	"	

WATERTIGHT BULKHEADS

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

FORGINGS AND CASTINGS

	Castings or Forging.	Seantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL , Bar	ROLLED	—		
STEM	STEEL	10" x 2 3/4"	✓	
STERN FRAME	CAST STEEL	AS. APPVD	✓	W. BEARDMORE.
Propeller Post	FORGED	STEEL	10" DIAM.	✓
Rudder	"	"	"	✓
Speed of Vessel	11 1/2	KNOTS	✓	
RUDDER—Type	STREAMLINED	DOUBLE PLATE	✓	
A x D	384	✓		
ABOVE BASE	FORGED	STEEL	11"	✓
Diam. of head			W. BEARDMORE	
Mainpiece at top pintle	RUDDER BLADE	✓		
heel	FORMS	MAINPIECE	✓	
how constructed	PLATES	E.W.	✓	
double or single plate	C.S. TOP	ARM.	✓	W. BEARDMORE
coupling, vertical or horizontal	DOUBLE	59"	✓	
	HORIZONTAL			
Vessel (state process of manufacture)	OPEN HEARTH	✓		
L. CO.	SMITH & McLEAN.			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
O.T.	WING TANKS					
MIDSHIP / BULKHEAD,	Upper tween decks	.50"	✓ 12"x .425" B.P.	31 1/2"	26"x .50" FL 3"	20'-0 1/2"
"	CENTRE	.50"	" " "	29"-31 1/2"	30"x .50" FL 3"	11'-6 1/2"
"	Second	{ WEB	54"x .50" AT C.L.		30"x .50" FL 4"	20'-0 1/2"
"	Third	WITH	22"x .63" FACE PLATE.		36"x .50" FL 4"	11'-6 1/2"
"	Holds					
			AND AS APP'D			
COLLISION	(in Hold)	.44"-28"	8"x 3 1/2" x .46"-38"	24"	2 GIRDEBS AND	
AFTER PEAK		.50"-30"	6"x 3 1/2" x .40"	24"	DEEP TANK TOP	
			5"x 3" x .36"	24"	8"x 3 1/2" x .50" x 13'	
			W O.A. WELDED TOB ON.		& BOILER FLAT.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
COLVILLES. STEEL CO, OF SCOTLAND. LANARKSHIRE STEEL CO. SMITH & McLEANS.

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

basin, Govan to Finnieston quay, Glasgow for installation of her machinery, and to subsequent

"BRITISH MARINER"

PARTICULARS OF LONGITUDINAL FRAMING.

LONG.	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.	Diam. Ins.		Speng. Ins.	Number.		Diameter. Inches.	
Between Decks...												
LINE No. 1	17" x 4" x 4"	.48"		17" x 4" x 4"	.48"	.68"		7/8	5/4	3/8 FOR 11 RVS	BKTS WELDED	
TANK 2	"			"				"	"	"	"	
3	"			"				"	"	"	"	
4	"			"				"	"	"	"	
5	"			"				"	"	"	"	
6	LONGITUDINAL			BULKHEAD				-	-	-	-	
7	17" x 4" x 4"	.48"	.68"	17" x 4" x 4"	.48"	.68"		7/8	5/4	3/8 FOR 11 RVS	BKTS WELDED	
8	"			"				"	"	"	"	
9	"			"				"	"	"	"	
10												
11												
12												
13												
14												
15												
16	29" 30" & 31"			29" 30" & 31"								
Amidships	IN CENTRE TANKS			IN CENTRE TANKS								
At Ends	3 1/2" IN WING TANKS			3 1/2" IN WING TANKS								
Top Longitudinal												
Bottom												
Amidships												
At ends												
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell												
Depth and Thickness	36" x .44"			36" x .44"								
Face Angles SINGLE	3 1/2" 3 1/2" .48"			3 1/2" 3 1/2" .48"								
Lugs to Shell	6" 6" .44"			6" 6" .44"			JOGGLED.	7/8"	3 1/2"	4"		
Depth and Thickness	54" x .48"			54" x .48"								
Face Angles DOUBLE	9" 3 1/2" .60"			9" 3 1/2" .60"								
Lugs to Shell	6" 6" .48"			6" 6" .48"			JOGGLED.	7/8"	4"			
Back Bars	3 1/2" 3 1/2" .48"			3 1/2" 3 1/2" .48"			FOR 3 SPACES NEXT TO LONG BHDs.					
Brackets	.48"			.48"								
Spacing of Transverse Frames	10' 4"			10' 4"								
State if joggled or liners.												
Longitudinal												
Beams of												
CENTRE TANKS	8" 3 1/2" .45"			8" 3 1/2" .45"				30"				
WING TANKS	8" 3 1/2" .48"			8" 3 1/2" .48"				31 1/2"				
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.

SINGLE SCREW OIL TANKER "BRITISH MARINER"

DAMAGE 1:- Damage stated to have been sustained on river Clyde on 29th September, 1948 due to this vessel's head rope parting whilst she was under tow from Harland & Wolff's fitting-out basin, Govan to Finnieston quay, Glasgow for installation of her machinery, and to subsequent collision with the vessels "COTTONWOOD CREEK", "CARPENTARIA", and "BRITISH CHIVALRY", and the dock wall at Finnieston quay. *Collisions & contact with quay*

Underwriters' Surveyors J. B. Cousins.

FOUND. VESSEL AFLOAT. Stem bar set over sharply to Port at 14 ft w.l., stem fashion plate (2nd from top) indented, shell plates damaged as follows:- NUMBERED FROM FORWARD

STARBOARD SIDE. FORECASTLE SHEER N.1. lightly scored locally. N.2.3.4. heavily indented and fractured.

1ST BELOW. M.2. slightly set-in locally. M.3. heavily indented and scored.

MAIN SHEER L.1.2.3. lightly scored

1ST BELOW. H.4. slightly indented locally.

2ND " G.1.2.4. " " "

3RD " F.1. heavily scored locally in way of stem. F.2. slightly set-in locally.

PORT SIDE. " " F.1. slightly buckled in way of stem

Side framing (starboard) set-in in way of above, Forecastle deck (starboard) stringer plates Nos 2 & 3 from forward set down locally and stringer angle badly buckled in way, 6 forecastle deck beam knees slightly buckled in way, forecastle deck fairlead and guard rails (starboard) fractured and dislodged, deck steam piping fractured and side scuttles fractured in way of damaged shell plating.

NOW DONE:- Stem bar cropped at 10 ft and 18 ft w.l. and removed, faired and refitted (butts welded)

Stem fashion plate (2nd from top) faired in place

Shell plates (starboard) N.2.3.4. M.3. renewed. (4)

" " " F.1. (scoring welded) ----- (port) F.1. removed, faired and refitted. (2)

" " " N.1. M.2. L.1.2.3. H.4. G.1.2.4. F.2. faired in place (10)

4 side frames faired in place, forecastle deck stringer plates Nos 2 & 3 cropped and part renewed, stringer angle renewed in way, 6 forecastle deck beam knees removed, faired and refitted, and fairlead, guard rails, steam piping and side scuttles renewed as necessary. Riveting and caulking in vicinity of damage overhauled, and fore peak tank pressure tested and forecastle deck and shell hose tested as required upon completion of repairs and found satisfactory.

DAMAGE 2:- Damage sustained by vessel striking quay wall at Prince's dock, Glasgow, on 28th December, 1948, due to breakdown of the main engine whilst the vessel was proceeding from Glasgow for her sea trials. *Contact with quay wall*

FOUND. VESSEL AFLOAT. Shell plates (from forward) G.2.3. slightly indented in 2 spaces next to fore peak bulkhead and in cofferdam, at about 11 ft w.l. and a few rivets started slightly in shell landing, frame bar and fore peak bulkhead boundary bar, all on port side. *in deep oil fuel tank forward*

NOW DONE:- Temporary repairs effected by caulking shell seam and stopping rivets with Vulcan cement.

Vessel ballasted to her load draught and work found watertight.

RECOMMENDATION:- As this damage is of a very minor nature and does not impair the vessel's efficiency or seaworthiness, the vessel is eligible in my opinion to be classed as recommended on the accompanying First Entry Report without condition. It is considered that the damage be recorded under GROUP B (ENDORSEMENTS), permanent repairs being deferred to suit owner's convenience.

INTERIM CERTIFICATE:- As the vessel was to proceed in ballast from the Clyde to Abadan arrangements were made with the Owners for the further examination of this damage on her arrival and temporary repair if necessary, and before oil fuel is loaded in the deep tank forward, and an interim certificate has been issued. Copy herewith.

EQUIPMENT No. 46244-5				LETTER A+				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
52786	1st Bower	82	0	0	STOCKLESS	59	10	0	0	81 1/4	BYERS IMPROVED TYPE C.S. HEAD.
52875	2nd "	81	2	0	"	59	10	0	0	81 1/4	" " " " " "
52288	3rd "	69	3	0	"	53	12	2	0	69 1/2	" " " " " "
	Collective weight	233	1	0						232	
52698	Stream	29	2	14	"	28	6	3	14	23 1/2 EX STOCK	" " " " " " 21-7-48 VOGAN.

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.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
8782	300	2 1/2	112.5	57.5	948	0	0	940	300	2 1/2	STUD LINK	NETHERTON 30-9-48 NORMAN	TOWLINE	130	5 1/2	84.4	130	5 1/2 (6/4)	
8770	2 ATTACHMENTS EACH CONSISTING OF 3 OPEN LINKS FOR 2 1/2" CABLE		"	"	7-1-21							"	"	2 @ 100	3	25.7	2 @ 100	2 3/4	5 W.
9667	END SHACKLE FOR 1 3/8" CABLE		34.0	51.0	1-10							"	"	3 @ 100	3 1/2	35.2	"	"	"
Stream Steel Wire	120	4 3/4	64.6					120	4 3/4 (6/4)										

Steering Gear, Type (Power ~~or hand~~) STEAM-HYDRAULIC GEAR (J. HASTIE & Co) Alternative Means of Steering BLOCKS & TACKLE.

Steering Chains (Size and Test) — Windlass STEAM (EMERSON - WALKER) Boats 4 @ 26'-0" (INC. 1 MOTOR)

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

Cargo Hatchways.—(Upper Deck) STEEL PLATES & ANGLES AT NO. 1 STEEL PLATE CORRUGINGS 12" HIGH AT OIL HATCHES Thickness of Hatches STEEL COVERS.

Size of Hatchways No. 1 (Fwd.) 6'-9" x 10'-0" No. 2 6'-0" x 4'-0" No. 3 — No. 4 — No. 5 — No. 6 —

Number of ~~Shifting Beams~~ ONE STEEL FORE & AFTER AT NO. 1 HATCH.

Builder's Signature For HARLAND AND WOLFF, LIMITED,
Govan Secretary.

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 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 BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS & THE SECRETARY'S LETTERS.

THE SCANTLINGS & ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO, THOSE SHOWN ON THE APPROVED PLANS. THE MATERIALS & WORKMANSHIP ARE GOOD.

CARGO OIL TANKS, OIL FUEL BUNKERS & SETTLING TANKS, FORWARD & AFTER COFFERDAMS, DEEP TANK FORWARD, FORE & AFT PEAK TANKS, DOUBLE BOTTOM TANKS & COFFERDAM, BULKHEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY.

FREEBOARDS HAVE BEEN VERIFIED & MARKS CUT IN ON VESSELS SIDES.

BILGE SUCTIONS HAVE BEEN TESTED WITH SATISFACTORY RESULTS.

STEERING GEAR & WINDLASS HAVE BEEN TESTED UNDER WORKING CONDITIONS & FOUND SATISFACTORY.

OIL FUEL IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FORWARD & DOUBLE BOTTOM IN ENGINE SPACE: SECTION 20 OF THE RULES COMPLIED WITH, F.P. OF OIL FUEL ABOVE 150° F.

The amount of Entry Fee DAMAGE £ 26 5 0 Fees applied for, 19 (Special notations, where part of class, to be stated.)

Special Survey Fee £ 1230 0 0

FREEBOARD FEE

Travelling Expenses, if any £ 34 0 0

Received by me, 19

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

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

Signature W. Macmillan
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW OFFICE.

Date of issue 21/1/49.

Committee's Minute GLASGOW 18 JAN 1949 JAH

Character assigned

+ 100 A.I.

Carrying Petroleum in Bulk
Longitudinal framing at bottom & at deck
(work in accordance with subject (see ltr 21.1.49))

L.M.E. 12.48

OIL ENG.
D.B. 150lb.

Lloyds A.R.P.
E.S.D.

Write up



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Lloyd's Register
 Foundation

0188 414

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. GLASGOW REPORT NO. 72844 "BRITISH RANGER" End 1.7.48

MIDSHIP SECTION (AS BUILT) FORWARDED IN ADVANCE.

APPROVED PLANS ALREADY FORWARDED WITH F.E. REPORT FOR "BRITISH RANGER"

FORGING & CASTING REPORTS FORWARDED HERewith:-

STERNFRAME

" BACKPOST.

RUDDER STOCK.

" TOP ARM & 2 BEARING BUSHES.

TILLER

" (EMERGENCY)

INTERIM CERTIFICATE (PER SECRETARY'S LETTER 15-11-46)

ORIGINAL PLACED ON BOARD VESSEL 29-12-48. 2 COPIES FORWARDED IN ADVANCE.

DAMAGE:- REPORTS OF DAMAGE SURVEYS & REPAIRS HERewith (DAMAGE SUSTAINED DURING FITTING-OUT AND WHILST PROCEEDING FOR SEA TRIALS)

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL BUTTS & ALL SHELL BUTTS. BUTTS OF UPPER DECK PLATING & STRINGER. TANK TOP SEAMS & BUTTS IN ENG. SPACE. FLOORS TO TANK TOP & GIRDERS UNDER ENGINES. BRACKETS OF BOTTOM LONGITUDINALS ENDS OF BOTTOM LONGITUDINALS TO SHELL IN LIEU OF BACK BARS. CARGO TANK STRINGERS TO SHELL & BHDS. SIDE STRINGER IN ENG. SPACE TO SHELL & WEBS. FORE HOLD STRINGERS TO SHELL. FORE PEAK STRINGERS & TANK TOP TO SHELL & BHD. DEEP TANK TOP TO SHELL. UPPER & 2ND DECK STRINGERS TO SHELL AT ENDS. LONGITUDINAL BHDS TO SHELL. LONG & TRANSVERSE BHD STIFFENERS CARGO TANKS TO BHDS & TOP BKTS TO STIFFENERS. FORE & AFT PEAK BHD STIFFENERS. FW. TANK BHD STIFFENERS & BOUNDARIES. OIL CARGO TANK HATCH COAMINGS. RUDDER. OTHER 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 & 2ND DECK CLEAR OF CARGO TANKS. MACHINERY AFT. OIL ENGINE. LLOYD'S A & C.P. WIRELESS. DIRECTION FINDER. ECHO-SOUNDING DEVICE. GYRO-COMPASS. RADAR, COSSOR MARINE TYPE MK2 INSTALLED BY COSSOR RADAR LD, LONDON.

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

1st Bower	52-0-7 (INCL. PINS)	J.H.J.	9779	21-4-48
2nd "	51-3-7 (" ")	J.H.J.	9774	16-4-48
3rd "	46-1-2 (" ")	J.H.J.	8318	27-11-46
STREAM.	18-3-19 (" ")	J.H.J.	9476	12-12-47

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98-0 ft., R.Q.D. — ft., Bridge 46-5 ft., Forecastle 45-5 ft.

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

Official No. 182898 Signal Letters G.F.D.L. Extreme Breadth over Belting NO BELTING. Over-all Length 489'-11" (Circ. 1611) (Circ. 1703)

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

Parts of Bottom of Vessel coated with cement or approved composition. FORE PEAK. AFT PEAK. D.B. FEED TANKS IN ENG. SPACE. D.B. COFFERDAM IN ENG. SPACE. CEMENT FILLETS IN WAY OF WELDING OF LONG BULKHEADS TO SHELL. CEMENT FILLETS AT EDGES OF BOTTOM.

Particulars of composition (if fitted) and of approval. SHELL PLATING IN CARGO OIL TANKS, O.F. BUNKERS, PUMP ROOM, COFFERDAMS & O.D.B. TANK IN ENG. SPACE.

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.
	Feet.	SW. Tons.		Feet.	SW. Tons.
Double bottom, aft.	67-5	87-5	Fore peak tank,	27-5	197-2
Double bottom, under Engines and Boilers.	-	-	After peak tank,	16-0	86-3
Double bottom, if under Engines only.	-	-	Deep tank, aft.	-	-
Double bottom, if under Boilers only.	-	-	Deep tank, forward.	31-5	459-4
Double bottom, forward.	67-5	87-5	Other tanks, if fitted.	-	-
Total length (if continuous) and Capacity.			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6912

Date 14-3-47

Dates of Surveys held while building

1947 SEP. 1-4-10-15-22-25. OCT. 1-3-23-31. NOV. 20-27. DEC. 10-17-18-22-23. 1948. JAN. 20-26. FEB. 9-10-12-16-19-24. MAR. 19-23-31. APR. 1-6-8-9-13-16-20-22-26-27-28-30. MAY. 4-5-6-7-10-11-13-14-17-18-20-24-26-27-31. JUN. 2-11-14. JUL. 2. SEP. 14-16.

OCT. 28. NOV. 1-4-10-15-16-18-19-22. DEC. 7-10-17-20-21-23-24-27-29.

CO. OF SCOTLAND.

LANKS-IRE STEEL CO.

SMITH & CO.

Total No. of Visits 83