

Rpt. 1 RECEIVED
26 JAN 1949

STEEL STEAMER MOTORSHIP.

129 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. GREENOCK.

Date of completion of report 5th JANUARY 1949 Port of GLASGOW No. 73549

Survey held at GLASGOW & GREENOCK Date First Survey 5th DECEMBER 1946 Last Survey 27th DECEMBER 1948

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) SINGLE SCREW OIL TANKER "BRITISH PROGRESS" (MACHINERY AFT)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING +100 A1. CARRYING State Type of Erections LONG POOP, SHORT BRIDGE, & FORECASTLE

TONNAGE under Tonnage Deck ... 7515.36 CLASS PETROLEUM IN BULK State if with freeboard as condition of Class NO

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 463.0

Total 7515.36 Breadth (greatest moulded) B 61.5

Gross Tonnage 8576.55 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

Register Tonnage 4936.72 1st Longitudinal Number (L x D) 15742

REGISTERED DIMENSIONS. FEET 2nd Numeral L x (B + D) 44216

Length 470.4 Framing Depth "d," at middle of length. See Sec. 3 (1d)

Breadth 61.8 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.62

Depth 33.8 Do. Long Bridge to top of keel

Draught Moulded 27'-4 3/4" Built at GLASGOW

Launched 23rd AUGUST 1948 Yard No. 89

Builders BLYTHSWOOD S.B. CO. LD.

Owners BRITISH TANKER CO. LD.

Managers (Where necessary to be entered in Reg. Book) BRITANNIC HOUSE, FINSBURY CIRCUS, LONDON. E.C.2

Residence LONDON. E.C.2

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

WHILE BUILDING, AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PER PAGE 5	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 ✓		Bracket Floors, Frame.....	-
" " from 1/2 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	-
" " in peaks.....	24 ✓		" " Vertical Stairs.....	-
SIDE FRAMING.			Centre Girder, depth and thickness amidships.....	59 1/2 x 54 - 46 ✓
Frame Amidships, Angle, E or F.....	10 3 1/2 x 42 ✓		" " top Angles.....	WELDED ✓
" " Extends up to.....	UPPER DECK ✓		" " bottom Angles.....	WELDED ✓
Reversed Frame Amidships, Angle.....	-		Side Girders, No. each side and thickness.....	2 ✓ 60 ✓
" " Extends up to.....	-		Margin Plate depth (excl. of flange) and thickness.....	-
Depth of Framing Girder.....	-		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	-
Frames in Uppermost Continuous 'tween Decks, Angle, E or F.....	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area.....	-
" " Second 'tween Decks, Angle, E or F.....	-		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	-
" " Third.....	-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	-
" " from 1/2 len. for'd. to 15% len. from Stem.....	-		Tank Side Brackets, height above base line at toe of Frame and thickness.....	-
" " in Peaks, Angle or F.....	9 3 1/2 x 38 ✓		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	7/8 DIA C 3/4 ✓		Breadth and thickness of Middle Line Strake.....	93 x 62 ✓
State if Frame Joggled.....	YES ✓		Thickness of remainder in Holds.....	54 ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	AS APPROVED ✓		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?.....	1/25 UNDER ENGINES. ✓ YES ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	AS APPROVED ✓		BEAMS.	
SINGLE BOTTOM. IN DEEP TANK FORWARD			Uppermost Continuous Deck, amidships in Wells, Angle, E or F.....	LONGITUDINAL BEAMS ✓
Floors, Depth and thickness at mid-line in Holds.....	48 x 38 ✓		" " in way of Bridge, Angle, E or F.....	AS PER PAGE 5 ✓
Height of Brackets at side above base line at toe of frame.....	AS APPROVED ✓		UPPER DECK IN POOP, OR Spacing.....	7 3 1/2 x 38 E.W. TOE ON. ✓
Middle Line Keelson, or Floor, Angle, E or F.....	44 x 34 ✓		UPPER DECK IN FCLE, OR.....	8 x 4 x 40 6 x 38 x 36 E.W. TOE ✓
" " Through Plate or Inter-castal Plate.....	34 x 30 ✓		Second Deck, amidships, Angle, E or F.....	ON. EVERY FRAME ✓
" " Foundation Plate on Floor.....	-		IN ENGINE SPACE.....	7 3 x 38 E.W. TOE ON. ✓
" " Flat Plate Keel Angle.....	WELDED ✓		Spacing.....	EVERY FRAME ✓
Side Keelsons, No. each side.....	2 ✓		SECOND FORWARD	
" " thickness of Inter-castal Plate.....	41.42 ✓		Third Deck, amidships, Angle, E or F.....	8 x 3 1/2 x 40 6 x 3 x 30 E.W. TOE ON ✓
" " Angle.....	WELDED ✓		Spacing.....	EVERY FRAME ✓
DOUBLE BOTTOM. IN ENGINE SPACE			Fourth Deck, amidships, Angle, E or F.....	-
Solid Floors, thickness and spacing.....	46 EVERY FRAME ✓		Spacing.....	-
" " Are Frame and Reversed Frame joggled?.....	YES ✓		Poop Deck, Angle, E or F.....	7 3 1/2 x 38 E.W. TOE ON. ✓
Bracket Floors, breadth and thickness at middle line.....	-		Spacing.....	EVERY FRAME ✓
" " breadth and thickness at margin plate.....	-		Bridge Deck, Angle, E or F.....	6 3 x 34 E.W. TOE ON. ✓
			Spacing.....	EVERY FRAME ✓
			Forecastle Deck, Angle, E or F.....	6 3 1/2 x 44 6 3 x 36 E.W. TOE ON ✓
			Spacing.....	EVERY FRAME ✓

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			Stringer Plate, breadth and thickness in way of Bridge	-	
" in 'tween Decks, Size and Spacing	TWO LONGITUDINAL		Thickness of Plating abreast Deck openings in way of Wells	-	
" " " " " "	BULKHEADS THROUGHOUT		Thickness of Plating abreast Deck openings in way of Bridge.....	-	
" in Holds " " " "	CARGO TANKS, PUMP ROOM &		Thickness of Plating within line of openings....	-	
" " " " " "	OIL FUEL BUNKERS ✓		If Sheathed, material and thickness.....	-	
LONGITUDINAL Centre Line Bulkhead S. (2)			Third Deck.		
Stiffeners and Spacing	BULB PLATE ✓ 10" x .48 @ 3' SPACING ✓		Stringer Plate, breadth and thickness.....	-	
	24" x 40" WEB WITH 6" x .38" FACE FLAT AT TRANSVERSES ✓		If Plated, state thickness	-	
Plating, thickness of50 ✓		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	-	
Uppermost Continuous Deck.			If Plated, state thickness	-	
Stringer Plate, breadth and thickness in Wells	75 x 74 ✓ .86 AT BREAKS ✓		Fifth Deck.		
" " " " in way of Bridge	.74 ✓		Stringer Plate, breadth and thickness.....	-	
" Angle in Wells	7 7 .70 ✓		If Plated, state thickness	-	
Thickness of Plating abreast Deck openings in way of Wells68 TO .40 ✓ c see plan		Poop Deck.		
Thickness of Plating abreast Deck openings in way of Bridge.....	-		Stringer Plate, breadth and thickness.....	} .32 ✓	PLATED TRANSVERSELY.
Thickness of Plating within line of openings...	.68 TO .40 ✓ c see plan		Plating, Sheathing, material and thickness }		2½" WOOD SHEATHING WHERE EXPOSED. ✓
If Sheathed, material and thickness.....			Bridge Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	} .36 ✓	PLATED TRANSVERSELY ✓
Stringer Plate, breadth and thickness in Wells	FORWARD. PLATED TRANSVERSELY ✓ .35 ✓		Plating, Sheathing, material and thickness }		2½" WOOD SHEATHING WHERE EXPOSED. ✓
			Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	} .37 ✓	PLATED TRANSVERSELY. ✓
			Plating, Sheathing, material and thickness.....		BARE STEEL ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER 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.		Inches.	Inches.		
Flat Plate Keel.....	<i>72</i> ✓	<i>.90</i> ✓	<i>.77</i> ✓	<i>.77</i> ✓		<i>WELDED</i> ✓	-	-	-	-	<i>WELDED</i>	
<i>STRAKE A</i> ✓ Bilge (if any)		<i>.65</i> ✓	<i>.51</i> ✓	<i>.51</i> ✓		"	-	-	-	-	"	
			<i>.78 FROM 1/2 L TO COLL. B.M.P. ✓</i>									
		<i>.66</i> ✓	<i>.52</i> ✓	<i>.52</i> ✓		"	-	-	-	-	"	
			<i>.79 FROM 1/2 L TO COLL. B.M.P. ✓</i>									
Bottom Plating, No. of Strakes <i>B.C.</i>						"	-	-	-	-	"	
Bilge Plating, No. of Strakes <i>D</i>		<i>.66</i> ✓	<i>.51</i> ✓	<i>.51</i> ✓		"	-	-	-	-	"	
Side Plating, No. of Strakes <i>3</i>		<i>.64</i> ✓	<i>.48</i> ✓	<i>.48</i> ✓		<i>G. Strake (Upper Edge)</i> <i>DOUBLE</i> ✓	<i>1</i> ✓	<i>3 3/8</i> ✓	<i>in plan</i>	-	"	
						-	-	-	-	-	"	
Upper Deck, Sheer- strake in Wells.....	<i>67</i> ✓	<i>.97</i> ✓	<i>.48</i> ✓	<i>.48</i> ✓		<i>WELDED</i> ✓	-	-	-	-	"	
		<i>1.15 AT POOP & BRIDGE ENDS ✓</i>										
Upper Deck, Sheer- strake in Bridge ...	<i>41</i> ✓	<i>.94</i> ✓				<i>DOUBLE</i> ✓	<i>1</i> ✓	<i>3 3/8</i> ✓	-	-	"	
Strake below Sheer- strake in Wells	<i>83 1/2</i> ✓	<i>.82</i> ✓	<i>.48</i> ✓	<i>.48</i> ✓		"	<i>1 1/8</i> ✓	<i>3 3/8</i> ✓	-	-	"	
Strake below Sheer- strake in Bridge ...	<i>83 1/2</i> ✓	<i>.82</i> ✓				<i>WELDED</i> ✓	-	-	-	-	"	
				<i>.40</i> ✓		"	-	-	-	-	"	
Poop Side Plating.....						"	-	-	-	-	"	
Bridge Side Plating.....		<i>.44</i> ✓				"	-	-	-	-	"	
Forecastle Side Plating			<i>.44</i> ✓			"	-	-	-	-	"	

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Plan <u>approved</u>	
		STIFFENERS.					
		Plating Thickness.	VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
O.T. MIDSHIP BULKH'D,		WING TANKS ✓	✓ 50	✓ 12" x 425 B.P.	✓ 3 1/2"	✓ 24" x 50" ✓ 20" x 50" ✓ 27" x 50" ✓ 11" x 6" ✓ 6" x 50" FACE PLATE ✓ 24" x 50" ✓ 20" x 50" ✓ 30" x 50" ✓ 11" x 6" ✓ 6" x 12" 6" x 50" FACE PLATE ✓	
" "		CENTRE TANKS	✓ 50	✓ 12" x 425 B.P.	✓ 30"	✓ 24" x 50" ✓ 20" x 50" ✓ 30" x 50" ✓ 11" x 6" ✓ 6" x 12" 6" x 50" FACE PLATE ✓	
" "		Second	✓ 50	✓ 12" x 425 B.P.	✓ 30"	✓ 24" x 50" ✓ 20" x 50" ✓ 30" x 50" ✓ 11" x 6" ✓ 6" x 12" 6" x 50" FACE PLATE ✓	
" "		Third	✓ 50	✓ 12" x 425 B.P.	✓ 30"	✓ 24" x 50" ✓ 20" x 50" ✓ 30" x 50" ✓ 11" x 6" ✓ 6" x 12" 6" x 50" FACE PLATE ✓	
" "		Holds	✓ 50	✓ 12" x 425 B.P.	✓ 30"	✓ 24" x 50" ✓ 20" x 50" ✓ 30" x 50" ✓ 11" x 6" ✓ 6" x 12" 6" x 50" FACE PLATE ✓	
COLLISION		(in Hold)	✓ 44" x 28"	✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V.	✓ 24" x 30" ✓ 24" ✓	✓ 3 SEMI-BOX BEAMS W.T. FLAT ✓ 20" x 50" ✓ 14" x 50" ✓ 8" x 6" ✓ 21" x 0" ✓	
AFTER PEAK			✓ 50" x 30"	✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V. ✓ 5" x 34" O.A.V.	✓ 24" ✓	✓ 21" x 0" ✓	

KEEL, Bar	-	-	-
STEM	ROLLED	10" x 2 3/4"	COLVILLE'S CO.
STERN FRAME	Propeller Post	FABRICATED E.W.A.S.	COLVILLE CONSTRUCTION CO. LD.
	Rudder	PER APPROVED PLAN	GLASGOW.
Speed of Vessel	11 1/2 KNOTS	DOUBLE PLATE, SIMPLE PATENT	COLVILLE CONSTRUCTION CO. LD.
RUDDER—Type	BALANCED TYPE, AS APPROVED	GLASGOW.	
A x D	38 1/4"		
Diam. of head	FORGING	11" DIA.	DENNYSTOWN FORGE CO. LD.
Mainpiece at top pintle	RUDDER BLADE		
heel	FORMS MAIN PIECE.		
how constructed	FABRICATED	ELECT. WELDED.	
double or single plate	DOUBLE		
coupling, vertical or horizontal	HORIZONTAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH*
Steel Co. of Scotland Ltd; Colvilles Ltd; Dorman Long & Co. Ltd; Lanarkshire Steel Co. Ltd; Elvan Iron & Steel Co. Ltd.

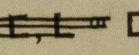
Has the Steel been tested as required by the Rules? yes ✓

Rpt. 1*.

PAGE 5

BRITISH PROGRESS

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.
raming of 												
Frames in Bridge 'tween Decks ...												
Frames from Uppermost Continuous Deck												
CENTRE TANKS	No. 1	17" x 4" x .48	✓	17" x 4" x .48	✓	✓			WELDED	✓		
	" 2	do	✓	do	✓	✓			"	✓		
	" 3	do	✓	do	✓	✓			"	✓		
	" 4	do	✓	do	✓	✓			"	✓		
	" 5	do	✓	do	✓	✓			"	✓		
	" 6	LONGITUDINAL		BULKHEAD	✓	✓			"	✓		
	" 7	17" x 4" x .48	✓	17" x 4" x .48	✓	✓			"	✓		
	" 8	do	✓	do	✓	✓			"	✓		
	" 9	do	✓	do	✓	✓			"	✓		
	" 10											
	" 11											
	" 12											
	" 13											
	" 14											
	" 15											
	" 16											
ing of (Amidships AND) CENTRE TANKS 30°												
dinal (At Ends) WING " 31 1/2°												
TANKS												
Tank Top Longitudinals												
Bottom "												
ongitudinals (Amidships												
(At ends...												
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell												
Depth and Thickness	36" x .44	✓	36" x .44	✓	✓				WELDED	✓		
Face Angles	6" x .50	✓	6" x .50	✓	✓				"	✓		
Lugs to Shell	WELDED	✓	WELDED	✓	✓				"	✓		
Depth and Thickness	54" x .48	✓	54" x .48	✓	✓				"	✓		
Face Angles	14" x 1.14	✓	14" x 1.14	✓	✓				"	✓		
Lugs to Shell	WELDED	✓	WELDED	✓	✓				"	✓		
Back Bars									"	✓		
Brackets	.48	✓	.48	✓	✓				"	✓		
Spacing of Transverse Frames...	10'-4"	✓	10'-4"	✓	✓				"	✓		
* State if joggled or liners.												
Longitudinal												
ams of												
or												
Bridge Deck												
CENTRE TANKS												
Upper	9" x .40	✓	9" x .40	✓	✓							
WING TANKS												
Upper	9" x .40	✓	9" x .40	✓	✓							
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.

EQUIPMENT No. 46244 ✓										LETTER d+✓		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.
52357	1st Bower	82	0	18	-	-	-	60	0	0	0	81-1-0	BYERS IMPROVED STOCKLESS	-	SUNDERLAND 5/6/48 ✓ JOSEPH HIBBS
52231	2nd "	81	3	21	-	-	-	59	10	0	0	81-1-0	DO	-	SUNDERLAND 5/5/48 ✓ JOSEPH HIBBS
51769	3rd "	71	0	0	-	-	-	54	5	0	0	69-2-0	DO	-	SUNDERLAND 10/1/48 ✓ JOSEPH HIBBS
	Collective weight	235	0	11								232-0-0			
51924	Stream	23	2	0	5	3	20	23	10	0	0	23-2-0	RODGER CAST STEEL. ORDINARY ANCHOR	-	SUNDERLAND 28/2/48 ✓ JOSEPH HIBBS

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
8616	300 3/4	2 1/2	112.5	157.5	951-0-14	940-0-0		300	2 1/2	STUD LINK	-	NETHERTON 9/6/48 W.V. NORMAN	TOWLINE	130	5 1/2	84.4	130	5 1/2	
8620	-	FOR 2 1/2	112.5	157.5	7-2-14	-		-	-	2 ATTACHMENTS EACH 3 LINKS	-	NETHERTON 9/6/48 W.V. NORMAN.		HAWSERS & WARPS	22100	3	25.7	22100	2 3/4
															32100	3 1/2	35.2	22100	2 3/4
Iron Stream Cable - Steel Wire	120	4 3/4	64.6	-	-	-		120	4 3/4	6/24 S.W. ROPE	BRITISH ROPES CO.	RUTHERGLEN, 12/4/48 N.L. DUNLOP.	"						
													"						

Steering Gear, Type (Power ~~or hand~~) STEAM - HYDRAULIC BY HASTIE & CO. ✓ Alternative Means of Steering WIRE ROPE TACKLES TO CAPSTAN.

Steering Chains (Size and Test) - Windlass STEAM BY EMERSON WALKER Boats 4-26 FT. STEEL (MOTOR) ✓

Ceiling in Holds, thickness and material - Cargo Battens, thickness, material and spacing -

Cargo Hatchways.—(Upper Deck) STEEL PLATES & ANGLES AT NO 1 ✓ STEEL PLATE COAMINGS 12" HIGH AT OIL HATCHES ✓ Thickness of Hatches STEEL COVERS, 60" THICK. ✓

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 and/or Fore and Afters ONE STEEL FORE & AFTER AT NO 1 HATCH. ✓

Builder's Signature

BLYTHWOOD SHIPBUILDING CO., LTD.

Secretary

DAMAGE - (SEE PAGE 6)

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 -
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo - 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, forward & after cofferdams, forward deep tank, fore & after peak tanks, double bottom tanks & cofferdams, bulkheads & decks have been tested to Rule requirements & found satisfactory.
Bilge suction tried & found satisfactory.
Freeboards verified & marks cut in.
Steering gear & windlass tried under working conditions & found satisfactory. Auxiliary steering gear tested & found satisfactory.
Oil fuel, F.P. above 150°F. is carried in oil bunkers aft, deep tank forward, & double bottom in engine space; Section 20 of the Rules complied with.

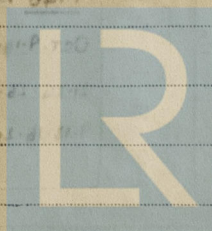
The amount of Entry Fee..... £ - - - Fees applied for, 18 JAN 1949
Special Survey Fee..... £ 776: 0: 0 Received by me, 19
FREEBOARD
Travelling Expenses, if any..... £ 34: 0: 0
DAMAGE REPAIRS. 21: 0: 0
State whether the Vessel has been built under Special Survey YES
I am of opinion the Vessel should be Classed 100 A.I. CARRYING.
LONGITUDINAL FRAMING AT BOTTOM & DECK.
Signature Geo. Lockburn.
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW Date of issue 1/3/49

Committee's Minute GLASGOW 18 JAN 1949

Character assigned 100 A.I. carrying Petroleum in Bulk
Longitudinal framing at bottom and at deck
Lme 12.4F
23.15016
F.D. OIL ENG.

Lloyd's A & C.P.
E.S.D.



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Lloyd's Register Foundation

0063 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.)

Plan of MIDSHIP SECTION (AS BUILT), forwarded in advance.

The following approved plans are forwarded herewith—

Midship Section.

Profile - Decks

Stemframe

Rudder

Keel, Centre Girders, Bottom Shell.

Engine room framing.

Tank Top plating

After End framing

Fore End framing

Welding List (Sheets 1, 2, 3)

Riveting List

Centre line webs on O.T. transverse bulkheads.

Oil fuel bunkers & after cofferdam bulkhead.

Outright transverse bulkheads 55 & 98.

" " 110 & 159.

Main framing

Deep Tank framing

Shell at breaks

Stringers in Cargo Tanks

Transverses in Oil Tanks

Stem

Upper deck plating.

Engine & Boiler Casings

Watertight doors & casings

Poop, Bridge, & Forecastle Decks.

Boat Deck plating & house on Poop Deck.

Poop, Bridge & Forecastle end bulkheads.

House on Bridge Deck & upper Bridge Deck plating

Boiler Flat & Stools

Main Pump seats.

Reservoir for sea inlets.

Auxiliary Steering Gear.

Compensation for cut longitudinal

Steering Gear seating.

Scuppers & Discharges

Reservoirs at forward & after cofferdams.

Pumping Arrangement.

The following forgings & castings satisfactorily forwarded herewith—

Rudder Stock

Rudder; Steering Gear; Tiller crosshead & tiller.

Rudder Back Post

Stemframe

Rudder upper & lower bearings & upper bearing ring.

Masts & dunnage.

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded throughout except side frames to shell, seams of shell from upper edge of "F" strake to upper deck in way of cargo oil tanks & upper deck stringer angles to sheerstrake & deck.

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 of deck; Cruiser stern; 1 deck & 2 deck clear of cargo tanks; Wireless; Lloyd's A.C.P.; Oil Engines; Machinery aft; Direction Finder; Echo Sounding Service; Gyro Compass; Radar.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. B.T.H.

State Maker British Thomson-Houston Co. Ltd.
Name and/or of Supplier Rugby.

HEAD-INCLUDING PINE		HEAD-INCLUDING PINE		HEAD-INCLUDING PINE	
Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	50-0-4	J.H.J.	9028	2-7-47
	2nd "	49-2-21	J.H.J.	9104	23-7-47
	3rd "	44-1-21	A.E.G.	9728	15-8-47
	ANCHOR	22-1-14	J.H.J.	9640	18-2-48.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99.0 ft., R.Q.D. - ft., Bridge 46.5 ft., Forecastle 45.4 ft.

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

Official No. 182916 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 489'-9" (Circ. 1703)

No. and Material of Decks One deck & 2 deck clear of Cargo Tanks.

Parts of Bottom of Vessel coated with cement or approved composition Fore & after peak tanks; double bottom fuel water tank in engine space; & double bottom cofferdams in engine space.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft.	Feet.	S.W. Tons.	Fore peak tank.	Feet.	S.W. Tons.
Double bottom, under Engines and Boilers.	67.5	90.0	After peak tank.	16.0	81
Double bottom, if under Engines only.	-	-	Deep tank, aft.	31.5	458
Double bottom, if under Boilers only.	-	-	Deep tank, forward.	-	-
Double bottom, forward.	67.5	90.0	Other tanks, if fitted.	-	-
Total length (if continuous) and Capacity	-	-	(If necessary furnish further information by sketch.)	-	-

Order for Special Survey No. 6885	1946 DEC. 5. 1947 JAN. 6. 15. 27. 28. MAR. 17. 25. APR. 1. 2. 9. 14. 17. 18. MAY. 21. 30. JUN. 15. 20. JUL. 8. 9. AUG. 14. 20. 27. SEP. 3. 3. 5. 22.
Date 13-11-46	OCT. 9. 14. 29. NOV. 3. 10. 21. DEC. 22. 30. 1948 JAN. 8. 13. 20. 26. FEB. 2. 4. 10. 17. 23. MAR. 19. 20. APR. 5. 12. 19. 26. 29. MAY. 5. 10. 17. 18. 19. 21. 24. 26. 27. 28. 31. JUN. 1. 2. 3. 4. 7. 8. 9. 10. 11. 14. 15. 16. 18. 19. 22. 23. 24. 25. 28. 29. 30. JUL. 1. 2. 7. 8. 9. 11. 13. 14. 15. 22. 23. 30. AUG. 2. 3. 4. 5. 9. 13. 16. 20. 22. SEP. 30. NOV. 15. DEC. 17. 27.
Dates of Surveys held while building	Total No. of Visits 105

Rpt. 9a.

PAGE 6

Port of GLASGOW.

Continuation of Report No. 73549

dated 5th JANUARY 1949

on the

M.V. "BRITISH PROGRESS" (BLYTHWOOD S.B. Cos. YARD No. 89)

DAMAGE-①:- Stated to have been sustained through collision with Messrs Barclay Curle & Co.'s new vessel No. 713. (M.V. "SOMALI") whilst vessel was being towed to King George V dock, Glasgow, after launching from Blythwood Shipyard, Glasgow on 23rd August 1948.

DAMAGE REPAIRS:- Port Quarter:- steel structure of port section of docking bridge on poop deck, found buckled & partly dislodged from position, cropped & port remained. Guard rails & stanchions in way of above, found set in & buckled, removed, faired & replaced.
Boat deck on poop:- Port Side - Curtain plate, found slightly buckled, partly released, faired in place & re-welded. Guard rails & stanchions in way of above, found set in & buckled, removed, faired & replaced. After davit of port lifeboat on boat deck on poop (Wain-Macaulellan type) found buckled & started from position, removed to maker's works, repaired, overhauled & replaced. Lifeboat removed for access & replaced.
New & disturbed work cleaned & re-coated.

DAMAGE-②:- Stated to have been sustained through vessel striking dolphin at James Watt dock, Greenock whilst being towed into Greenock Harbour on 24th August 1948 for fitting of machinery.

DAMAGE REPAIRS:- Shell plate No. 4 from forward in 4th strake below sheer (p.s.) found slightly set in locally, partly released, faired in place & re-riveted.
1 main frame in way of above, found slightly buckled, faired in place.
On completion, No. 1 port wing cargo oil tank tested under pressure & found satisfactory.
New & disturbed work cleaned & re-coated.

DAMAGE-③:- Stated to have been sustained through contact with S.S. "MERSEY", whilst vessel was shifting in James Watt dock, Greenock on 29th September 1948.

DAMAGE REPAIRS:- Numbers from aft.
Shell plates Nos 3 & 5 in poop sheerstrake (S.S.) found slightly set in between frames, faired in place.
3 eyebrows over port lights on above plates, found torn adrift, removed & welded in place.
Removals- Ship's side insulation in way of above repairs, consisting of sprayed asbestos & sheet metal lining, removed for access & afterwards replaced with part new material.
New & disturbed work cleaned & re-coated.

DAMAGE-④:- Stated to have been sustained through vessel striking the dock wall, whilst shifting in James Watt dock, Greenock, on 9th November 1948.

DAMAGE REPAIRS:- Stem bar, found slightly abraded on fore edge, above light waterline, dressed & built up by electric welding, & welding in way overhauled & now satisfactory.
New & disturbed work cleaned & re-coated.

Fee - £21-0-0

Geo. Lockhart
Glasgow. 5-1-49

Underwriters surveyors surveyed above damages & issued damage reports.