

IN D.O. No. 858

MOTORSHIP.

31 MAY 1950

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..... May 27th 1950.

Port of Middlesbrough

No 19061

Survey held at Haverdon Hill - on - Tues.

Date First Survey 20th Apr. 1949

Last Survey 15 May

1950

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

M.V. "BRITISH GENERAL."

Single Screw. machinery aft.

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

Full Scantling.

State Type of Erections *Pop, Bridge and Forecastle*

TONNAGE under } 7575.93
Tonnage Deck ...

CLASS +100 A1

State if with freeboard } No.
as condition of Class }

Built at Haverton Hill on Tees

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)

FEET
115.00

Launched December 20th 1949. Yard No. 434.

Total..... 7575.93

Breadth (greatest moulded)

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

B 61.75

Builders Furness Shipbuilding Co. Ltd.

Gross Tonnage 8775.46

1st Longitudinal Number (L × D).....=

D 33-92

Owners British Tanker Co. Ltd.

Register Tonnage 5079.22

2nd Numeral $L \times (B + D)$ =

12,772.

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

REGISTERED DIMENSIONS.

FEET

472.60

th 62.00

Draught Moulded

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 1/4 ✓		Bracket Floors, Frame	✓	
" " from 3/4 length amidships to Collision bulkhead.....}	30 1/4 x 27 ✓		" " Reversed Frame.....	✓	
" " in peaks	24. ✓		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness ^{IN M.S.} amidships	63 x 54 70 x 46. ✓	
Frame Amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	10 x 3 1/2 x 40 ✓		" " top Angles ^{double}	3 1/2 x 3 1/2 x 48 and 46. ✓	
" " Extends up to.....	upper deck. ✓		" " bottom Angles..... ^{double}	5 x 5 x 54 and 50. ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	Engine seating as approved	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	10		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " Third	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem	10 x 3 1/2 x 40 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " in Peaks, Angle or <input checked="" type="checkbox"/>	8 x 3 1/2 x 40 ✓		INNER BOTTOM PLATING. IN M.S. ONLY.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/2 diam ✓		Breadth and thickness of Middle Line Strake.....	57 1/2 x 52. ✓	
State if Frame Joggled.....	yes. ✓		Thickness of remainder in Holds	✓	
Are the scantlings and arrangements in the Panting Area 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. & S. space and framing in Bunkers and Boiler Room ?.....	yes. ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?	yes. ✓		BEAMS.		
GLE BOTTOM. IN DEEP TANK FORWARD.			Uppermost Continuous Deck, amidships in Wells, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
Floors, Depth and thickness at mid-line in Holds.....	42 x 42. ✓		" " in way of Bridge, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
Height of Brackets at side above base line at toe of frame.....	6'-0" ✓		Spacing		
Middle Line Keelson, on Floors, Angles, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	Centre line bulkhead between 165 and 178 frames. ✓		Second Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
" " Through Plate or Inter-costal Plate	✓		Spacing		
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
" " Flat Plate Keel Angles	✓		Spacing		
de Keelsons, No. each side.....			Fourth Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
" " thickness of Inter-costal Plate.....	Fore-end girders as approved. ✓		Spacing.....		
" " Angles			Poop Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	9 x 3 1/2 x 375 ✓	
BLE BOTTOM. IN MACHINERY SPACE.			Spacing.....	Every frame. ✓	
Solid Floors, thickness and spacing	42, 50 & 62 every frame ✓		Bridge Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	7 x 3 x 33 ✓	
" " Are Frame and Reversed Frame joggled ?	No. ✓		Spacing.....	Every frame. ✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	9 x 3 1/2 x 375 ✓ and 8 x 3 x 36 ✓	
" " breadth and thickness at margin plate.....	✓		Spacing.....	Every frame. ✓	

WRECK
SECTION
No 858

003687-003697-00571/3

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	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	Third Deck.	Fourth Deck.	Poop Deck.	Bridge Deck.	Forecastle Deck.
in 'tween Decks, Size and Spacing												
in Holds												
Centre Line Bulkhead. Stiffeners and Spacing												
Plating, thickness of												
STRINGERS AND DECKS.												
Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells												
" " " " in way of Bridge												
" " " " Angle in Wells												
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												
Second Deck. Stringer Plate, breadth and thickness in Wells												

SHELL PLATING.

RIVETING.

SCANTLINGS.					EDGES.		BUTTS.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	No.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.					Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.		
Flat Plate Keel.....	58	.99	.77	.77		Double	1 4	Keel butts	electric welded			
„ Dblg. (if any)												
Bottom Plating, No. of Strakes 3 B.C.D.	B 98 C 95 D 95	.65 .65 .66	.51	.51		Double	7/8 3 1/2	4	7/8 3 1/2	lapped		
Bilge Plating, No. of Strakes 2 A.P.	E 74 1/2 F 75	.66 .64	.51	.51		Double	7/8 3 1/2	4	7/8 3 1/2			
Side Plating, No. of Strakes 2 G.H.	G 83 1/2 H 84	.64 .64	.48	.48		Double	7/8 3 1/2	4	7/8 3 1/2			
Upper Deck, Sheer-strake in Wells K.	81	.92	.48	.48		Double	1 4	5	1 1/8 5/16			
Upper Deck, Sheer-strake in Bridge L.	81	.92				Double	1 4	4	7/8 3 1/2			
Strake below Sheer-strake in Wells M.	84	.72	.48	.48		Double	1 4	4	7/8 3 1/2			
Strake below Sheer-strake in Bridge N.	84	.72				Single	7/8 3	1 and 2	3/4 2 5/8			
Poop Side Plating.....				.40		upper - single lower - double	3/4 2 5/8 3/4 2 5/8	1 and 2	3/4 2 5/8			
Bridge Side Plating.....		.44 .44				Single	3/4 2 5/8	1	3/4 2 5/8			
Forecastle Side Plating			.44									
					FORGINGS AND CASTINGS.							

WATERTIGHT BULKHEADS.

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

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks		10 x 3/4 x 40 BR.	2'-6"	UPPER STR.	2'-6"	10 x 3/4 x 40 BR.	2'-6"	UPPER STR.	2'-6"
" " Second		10 x 3/4 x 40 BR.	2'-6"	MIDSTR.	2'-6"	10 x 3/4 x 40 BR.	2'-6"	MIDSTR.	2'-6"
" " Third		10 x 3/4 x 40 BR.	2'-6"	LOWER STR.	2'-6"	10 x 3/4 x 40 BR.	2'-6"	LOWER STR.	2'-6"
" " Holds		10 x 3/4 x 40 BR.	2'-6"	FL. PL.	2'-6"	10 x 3/4 x 40 BR.	2'-6"	FL. PL.	2'-6"
COLLISION		26 to 47	8" to 10" S.A.	24"	10 x 48 x 40	5'-6"			
AFTER PEAK		30 to 43	6" to 7" S.A.	24"	10 x 24 x 36	7'-3"			

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep. from AP Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Speed of Vessel				
RUDDER—Type				
" A x D.				
" Diam. of head				
" Mainpiece at top pintle				
" " heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				

STEEL.

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

South Durham Steel & Iron Co. Ltd. — Skinningrove Iron Co. Ltd. — Sorman Long & Co. Ltd. — Cargo Fleet

Consolidated Iron Co. Ltd. — Appleby Frodingham Steel Co.

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

0057 ²/₃

EQUIPMENT No. 46,846

LETTER 47

ANCHORS. 3B. 15.

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.	Cwts.					
30427.	1st Bower ...	82	0	7	STOCKLESS.			60	0	0	0	81. 1. 0.	BYERS IMPROVED TYPE. CAST STEEL HEAD.	-	LOW WALKER.	29. 11. 49.	R.J. VOGAN.
30435.	2nd ,, ...	81	3	0		59	10	2	0	81. 1. 0.	- do -		-	- do -	✓		
30441.	3rd ,, ...	69	2	0		53	10	0	0	69. 2. 0.	- do -		-	LOW WALKER.	5. 12. 49.	R.J. VOGAN.	✓
	Collective weight	236	5	7								232. 0. 0.					
30451.	Stream	23	3	14	6	0	21	23	15	2	14	23. 2. 0	RODGERS TYPE. ELECTRICALLY WELDED.	✓	LOW WALKER.	6. 12. 49.	R.J. 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.	Diam.	Stat.	Break.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
12544.	300 5/8	2 1/2	12. 10	137. 10	968 1 0	940-0-0	300	2 1/2	STUD LINK.	-	NETHERTON 14. 11. 49. H. MURPHY.	TOWLINE	130	5 1/2	84 8 1/2	130	5 1/2
12730.	2 attachments each of 3 open links 3 1/4" dia for 2 1/2" dia stud link cable																
			12. 10	137. 10	7. 1. 24.						NETHERTON 5. 1. 50. H. MURPHY.	HAWSERS & WARPS	20/100	3	25. 14	20/100	3
Iron Stream Chain or Steel Wire	120	4 3/4	GUARANTEED STRAIN.	84. 12. 6.	-	-	120	4 3/4	6/24 GSW. Marked Black (wire ropes) hd.								

Steering Gear, Type (Power or hand) Hankins Steam Hydraulic (Litholite control) Alternative Means of Steering Steel blocks and tackle led from tiller to Capstern on poop deck.Steering Chains (Size and Test) none. Windlass Emerson washer (Steam) Boats 4 steel lifeboats 26'-0" x 8'-6" x 3'-6 1/2". ONE OF THESE WITH MOTOR.Ceiling in Holds, thickness and material none. Cargo Battens, thickness, material and spacing none.Cargo Hatchways. (Upper Deck) 27 off to main cargo tanks 4'-0" inside dia. framing 12x50. Hinged steel O.T. doors. Thickness of Hatches 52 steel covers.Size of Hatchways No. 1 (Fwd.) TO FORE HOLD. 6'-9" x 10'-0" TO HOLD. FRAMING 3 1/2 x 4 1/2. HINGED STEEL W.T. COVERS. No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓Number of Shifting Beams and/or Fore and Afters none.Builder's Signature FOR CURRESS SHIPBUILDING CO LTDL. S. ButtnerGENERAL 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 ship has been built under special survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. Oil cargo is carried in 9 main tanks & 18 wing tanks. Oil fuel is carried in the Fore-peak Tank, deep bunkers & settling tanks aft & double bottom aft. Workmanship and materials are good. Cargo, ballast, oil fuel, double bottom, peak tanks and hatches have been tested as per Rule with satisfactory results. Weather decks, watertight doors & superstructure details have been tested and found tight. The steam and auxiliary steering gears, winches & anchors & cables have been tested at sea & found in order. Freeboards verified and cut in on sides.

Amount of Entry Fee..... £	Fees applied for,
FREEBOARD FEE £34-0-0	19
Special Survey Fee..... £1244-0-0	Received by me,
Travelling Expenses, if any £ ✓ :	19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed **+ 100A1**
"CARRYING PETROLEUM IN BULK."whether the Vessel has been built under Special Survey Yes.Certificate to be sent to Middlesbrough Office Date of issue 21/7/50Signature A. P. Scott
Surveyor to Lloyd's Register of Shipping.Committee's Minute FRI. 23 JUN 1950Character assigned +100A1 "Carrying Petroleum in bulk"5,500 net lb.Lloyd's A+C+ LMC 5,500 Oil Eng.C.L.2 DB 150 lbWhite hull. (horns).

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Lloyd's Register
Foundation

00513/3

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.)

This vessel is the sixth to be completed of a series of similar vessels built by Messrs Furness S.B. & Co. Ltd.

The report herewith refers to Yard no 434.

The previous similar ships are as follows.

Yard no	British Admirals	Ind. Report. no.
390	British Admiral	18205
391	Empress	18249
393	Ensign	18271
394	Isles	18329
412	Jeoman	18696

The vessel was drydocked at Messrs Smiths Dock, Southbank-on-Tees on May 8th 1950 and undocked on May 10th 1950.

PARTICULARS OF ELECTRIC WELDING:— Keel butts welded — Seams & butts of boss plating — Rudders partly welded. — Trans. and longt. bds "Union melt" panels in way of main cargo tanks and pump rooms — Longt. bds to deck & trans. bds (except to shells) including top & bottom stiffener bds — Stringers & vertical we to bds — Trans. bds to deck and longt. bds including top & bottom bds — Stringers to bulkheads — Docking brackets to keel & centre girder. — Upper deck of "Union melt" panels — Butts & seams of panel "Fusarc" welded at ship — Butts only of Poop and Bridge deck plating — O.T. hatches to main cargo tank — Cofferdams, O.F. bunkers, settling tanks aft & deep tanks forward — Hatches on superstructure decks — Pump room casings & fore and aft gangway welded — Oil fuel bunkers, centreline bulkhead — Forward deep tank centreline bulkhead — Tank top in machinery space welded to shell & bulkhead & also butts & seams of tank top plating clear of heavy engine bedplates — auxiliary engine seats — Bottom shell longt. keels welded 4'-0" at each end from bulkheads — Hawse pipes fabricated by welding. — Also odd items of minor structural importance throughout ship — See appd. electrodes.

PARTICULARS OF ELECTRIC WELDING (if employed)

See above for particulars.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book

Cruiser stern — Hughes E.S.D. M.S. 21. — Brown Gyro Compass — Part electrically welded — Longitudinal framing bottom & deck — Fitted for O.F. (F.P. above 150°F.)

RADAR Equipment (State if fitted) Yes
State Type or Pattern No. R.M.S.B. Serial no R.
State Name of Maker and/or Supplier British Thomson-Houston

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

	NO. OF CERT.	WEIGHT.	DATE.	SURVEYOR.
1st Bower	1202	51.1.7	29.11.49	R.T.V.
2nd "	1115	49.2.10	29.11.49	R.T.V.
3rd "	3137	44.3.7	5.12.49	R.T.V.

PARTICULARS FOR RECORD in the REGISTER BOOK.

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

Official No. 183,232

Signal Letters

Extreme Breadth 62.0

Over-all Length 490.8

No. and Material of Decks 6 one deck steel

Parts of Bottom of Vessel coated with cement or approved composition

Bottom shell of after peak, fore peak, fuel water tank, room wells & cofferdams in engine space cemented. Remainder of structure in these spaces cemented. Cement filler fitted in way bottom shell plate landings in main cargo tanks, cofferdams & pump room.

Particulars of composition (if fitted) and of approval

Two coats approved "Bitumastic" solution on engine space tank

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, FEED WATER 12 to 22.	25'-0"	30	Fore peak tank, FR. 178 to 80W.	25'-25"	167
Double bottom, under Engines and Boilers.			After peak tank, FR. 9 aft.	16'-00"	92
Double bottom, if under Engines only, 26 to 39	32'-6"	68	Deep tank, aft, COFFERDAM.	3'-50"	184
Double bottom, if under Boilers only, 22 to 26	10'-0"	Any W.T.	Deep tank, forward, FR. 165 to 178	29'-25"	379
Double bottom, forward,			Other tanks, if fitted, COFFERDAM FORD. 164 to 165	3'-50"	183
Total length (if continuous) and Capacity	67'-6"	98	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1597

Date 19.12.47

Dates of Surveys held while building

1949 Apr: 20 May 6.31 June 29.30 July 13 Aug 10.30 Sep: 12.19.21.27.28 Oct: 10.12.16
28 Nov: 1.3.7.10.15.16.17.18.21.22.23.24.25.29.30 Dec: 1.2.5.6.7.9.12.13.14.15.16.20.24
1950 Jan: 12.16.17.19.20.24.26.30 Feb: 1.10.15.24.28 Mar: 24.27.28.29 Apr: 3.5.11.13.18.24.25
May: 7.12.15

Total No. of Visits