Rpt. 1 WRECK SECTION RECEIVED 15 JAN 1952 GC. IN D.O.

STEEL STEAMER OR MOTORSHIP.

12 JAN 1952 WRECK SECTION

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. (from Hull)

No. 800 IN 36722

Date of completion of report 8-1-52. Port of Sunderland.

Survey held at Sunderland. Date First Survey 15 January 1951 Last Survey 23 December 1951

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motorship "BRITISH MAPLE" Machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections Poop, Bridge & Focle.

TONNAGE under Tonnage Deck ... 7501·01.

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

Total 7501·01.

Gross Tonnage 8685·54

Register Tonnage 4994·62

REGISTERED DIMENSIONS.

	FEET
Length	469·6
Breadth	61·9
Depth	33·95.

CLASS ✠100 A.1. CARRYING PETROLEUM IN BULK. State if with freeboard as condition of Class: No

	FEET	
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 × D)	=	15,795
2nd Numeral L × (B + D)	=	44,413.
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'-6¾"

Built at Sunderland

Launched 19th June 1951 Yard No. 792.

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: Whilst building, afloat & in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships		30		
" " from ¾ length amidships to Collision bulkhead	30 - 27.			
" " in peaks		24		
SIDE FRAMING.				
Frame Amidships, ~~Angle, T or~~ [	10	3½	·40	
" " Extends up to	UPPER DECK			
Reversed Frame Amidships, Angle	NONE			
" " ~~Extends up to~~	✓			
Depth of Framing Girder		10		
Frames in ~~Uppermost Continuous~~ POOP 'tween Decks, Angle, [or [	8	3½	·44	B.A.
	5	3	·40	D.A.
" " ~~Second~~ BRIDGE 'tween Decks, ~~Angle, T or~~ [	8	3	·38	
" " ~~Third~~ FOCLE " " " "	8	3½	·38	B.A.
	8	3½	·46	B.A.
" from ½ len. for'd. to 15% len. from Stem	10	3½	·40	B.A.
" in Peaks, ~~Angle or~~ [	8	3½	·46	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	4¾		
	1	5½		L + K STRAKES.
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.				
~~Floors, Depth and thickness at mid-line in~~ Holds		✓		
Height of Brackets at side above base line at toe of frame		✓		
Middle Line Keelson, on Floors, Angles, [or [		✓		
" " " Through Plate or Intercostal Plate		✓		
" " " Foundation Plate on Floors		✓		
" " " Flat Plate Keel Angles		✓		
Side Keelsons, No. each side		✓		
" " thickness of Intercostal Plate		✓		
" " ~~Angles~~		✓		
DOUBLE BOTTOM. IN MACHINERY SPACE		62	IN WAY ENGINES.	
Solid Floors, thickness and spacing	·42	·50	·56	
" " Are Frame and Reversed Frame joggled?	30	AND FRAME	28 ONLY	
~~Bracket Floors,~~ breadth and thickness at ~~middle line~~		✓		
" " ~~breadth and thickness at margin plate~~		✓		

	Inches in Ship			Any Departure from Approved Plans to be Noted.
~~Bracket Floors,~~ ~~Frame~~		✓		
" " ~~Reversed Frame~~		✓		
" " ~~Vertical Struts~~		✓		
Centre Girder, depth and thickness ~~amidships~~	63¾	·50	·46	
" " top Angles	E.W. DIRECT.			
" " bottom Angles	E.W. DIRECT.			
Side Girders, No. each side and thickness		TWO.		
Margin Plate depth (excl. of flange) and thickness		✓		
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	TANK TOP CARRIED OUT - E.W. TO SHELL.			
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area				
" " Gussets, spacing and scantling abaft ¼ len. from stem		✓		
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area		✓		
Tank Side Brackets, height above base line at toe of Frame and thickness		✓		
INNER BOTTOM PLATING. IN MACHY SPACE. Breadth and thickness of Middle Line Strake	42	·52		
Thickness of remainder in Holds	·52	·54	1·25	BEDPLATES.
~~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~~?		✓		
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle, [or [	SEE LONGT. FRAMING.			
" " in way of Bridge, ~~Angle,~~ ~~T or~~ [	"	"	4	
Spacing				
Second Deck, FOR? ~~amidships~~, ~~Angle, T or~~ [	8	3	·44	
	9	3½	·45	
	6	3	·44	
Spacing	24 - 27.			
2ND Third Deck, AFT ~~amidships~~, ~~Angle, T or~~ [	10	3½	·45	
Spacing		24		
Fourth Deck, amidships, Angle, [or [		✓		
Spacing		✓		
	9	3½	·50	
	9	3½	·38	
Poop Deck, ~~Angle, T or~~ [	8	3	·44	
Spacing	24	TO	30	
Bridge Deck, ~~Angle, T or~~ [	7	3	·33.	
Spacing		30		
	9	3½	·38	
Forecastle Deck, ~~Angle, T or~~ [	8	3	·40	
Spacing	27 - 24.			

WRECK SECTION NO.

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3m.9.49. T. (MADE AND PRINTED IN ENGLAND.)

PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows				
„ in 'tween Decks, Size and Spacing	TWIN			
„ „ „ „ „	LONGT. ✓			
„ in Holds „ „ „	BHDS. ✓			
„ „ „ „ „				
F. A **~~Centre Line~~ Bulkheads.**				
Stiffeners and Spacing (VERT.)	10	3½	·40 & ·30" ✓	
Plating, thickness of		·50 (OWNERS) ✓	APPROVED ·40 ·	
		·51 (BASE PLATE) ✓		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	74 ✓	·72 ✓		
" " " AT POOP FRONT		·90 ✓		
„ „ „ „ in way of Bridge ENDS		·88 ✓		
„ Angle in Wells	7	7	·72 ✓	
Thickness of Plating abreast Deck openings in way of Wells		·70 ✓		
Thickness of Plating abreast Deck openings in way of Bridge..ENDS		·93 ✓		
Thickness of Plating ~~within line of openings~~ IN WAY OF HATCHES		·58 ✓		
STRAKE ADJACENT TO CR. STRAKE P.		·58 ✓		
S. If Sheathed, material and thickness		·68 ✓		
	NOT SHEATHED.			
Second Deck. FOR?				
Stringer Plate, breadth and thickness in Wells		✓		

	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~~	·34 ✓	TO ·38 ✓		
If Sheathed, material and thickness	NOT	SHEATHED ✓		
Third Deck.				
Stringer Plate, breadth and thickness		✓		
If Plated, state thickness		✓		
Fourth Deck.				
Stringer Plate, breadth and thickness		✓		
If Plated, state thickness		✓		
Poop Deck.				
Stringer Plate, breadth and thickness	72	·38 ✓		
Plating, Sheathing, material and thickness	·28 ✓	·38 ✓		
	2½" WOOD SHEATHING (TEAK). ON EXPOSED DECK.			
Bridge Deck.				
Stringer Plate, breadth and thickness	✓72	·40 ✓		
Plating, Sheathing, material and thickness	2½ WOOD SHEATHING (TEAK) ·32	·34 ✓ ON EXPOSED DECK.		
Forecastle Deck.				
Stringer Plate, breadth and thickness		·38 ✓		
Plating, Sheathing, material and thickness	·36 ✓	NOT SHEATHED ✓		

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel..... A.	51 ✓	1·01 ✓	·82 ✓	·82 ✓	·79 ✓ AT ENDS APPROVED.
„ Dblg. (if any)	✓				
Bottom Plating, No. of Strakes 4 ..... B	66 ✓	·65 ✓	·60 ✓	·53 ✓	
C	65 ✓	·65 ✓	·56 ✓	·53 ✓	
D	91½ ✓	·66 ✓	·73 ✓	·58 ✓	
E			·51 ✓	·54 ✓	
Bilge Plating, No. of Strakes ..... 1 ..... F	88½ ✓	·66 ✓	·57 ✓	·57 ✓	
Side Plating, No. of Strakes ..... 3 ..... G	84¼ ✓	·64 ✓	·48 ✓	·52 ✓	
H	82 ✓			·48 ✓	
J	87¼ ✓			·48 ✓	
Upper Deck, Sheer-strake in Wells.... L	64¼ ✓	·98 ✓	·52 ✓	·48 ✓	
Upper Deck, Sheer-strake in Bridge L		1·18 ✓			
Strake below Sheer-strake in Wells ... K	81 ✓	·82 ✓	·48 ✓	·48 ✓	
Strake below Sheer-strake in Bridge K		·82 ✓			
Poop Side Plating.... M N				·50 FOR? ·40 AFT	
Bridge Side Plating... M N		·75 AT ENDS ·44			
Forecastle Side Plating			·44		

RIVETING.

	UPPER. EDGES. State if joggled? NO. Single or Double.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Butts. No. of Rows of Rivets.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	Butts. Strapped or Lapped.
Flat Plate Keel..... A.	2R. ✓	1 ✓	4 ✓				
„ Dblg. (if any)							
Bottom Plating, No. of Strakes 4 ..... B	2R. ✓	7/8 ✓	3½ ✓				
C	2R ✓	7/8 ✓	3½ ✓				
D	2R. ✓	1 ✓	4 ✓				
E	1R ✓	7/8 ✓	4 ✓	AT POOP SIDE PLATING. ✓			
Bilge Plating, No. of Strakes ..... 1 ..... F	3R. ✓	1⅛ ✓	4½ ✓				
Side Plating, No. of Strakes ..... 3 ..... G	3R. ✓	1⅛ ✓	4½ ✓				
H	1R ✓	1 ✓	4½ ✓				
J	2R ✓	1⅛ ✓	4½ ✓	AT POOP BREAK. ✓			
Upper Deck, Sheer-strake in Wells.... L	2R ✓	1 ✓	4 ✓				
Upper Deck, Sheer-strake in Bridge L	2R ✓	1⅛ ✓	4½ ✓	AT BRIDGE BREAK. ✓			
Strake below Sheer-strake in Wells ... K	2R ✓	1 ✓	4 ✓				
Strake below Sheer-strake in Bridge K	2R ✓	¾ ✓	3⅜ ✓				
Poop Side Plating.... M N	1R ✓	¾ ✓	3⅜ ✓				
Bridge Side Plating... M N	1R ✓	¾ ✓	3⅜ ✓				
	2R ✓	1 ✓	4 ✓				
Forecastle Side Plating	1R ✓	¾ ✓	3⅜ ✓				

BUTTS E.W. THROUGHOUT.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 17 ✓

„ Deck next below NONE.

As per Rule AS APPROVED.

PARTICULARS GIVEN ARE FOR BULKHEAD BETWEEN Nos 4 · 5 MAIN CARGO TANKS FR. 110.

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
	Inches.		Inches.		Inches.
MIDSHIP BULKH'D, Upper 'tween decks	·50 ✓	C.R 10×3½×·40	30	30×·50 ✓ CR	5×3×·50
	·51 ✓	WING 10×3½×·46	31¾ ✓ CR	36×·50	5×3×·50
„ „ Second „			WING TANKS	26×·50 ✓	3" FL. ✓
„ „ Third „				30×·50 ✓	3" FL ✓
„ „ Holds	·26 ✓	10×3½×·50 BA. ✓		48×·36 ✓	3 OFF.
COLLISION „ (in Hold) FR. 179	TO ·53 ✓	6×3×·300A. BA 24 ✓		10×8½×·50 BA FACE BAR. ✓	
AFTER PEAK „ „ FR. 8·9	·30 ✓ TO ·46	5×3×·360A. ✓ 6×3×·288A ✓ TO 9×3½×·375H.	24 ✓	B.R. FLAT. ✓	

FORGINGS AND CASTINGS.

		Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		✓			
STEM ..... 52. TO 64. PLATES		ROLLED.	10×2¾ ✓		
STERN FRAME	Propeller Post	CAST	AS ✓	WOLSINGHAM	
	Rudder „	STEEL	APPROVED. STEEL Co.		
Speed of Vessel			11½ K. ✓		
RUDDER—Type		BALANCED SIMPLEX TYPE.			
U. STRINGER. L. "	A × D	387 ✓			
U. STRINGER L. "	Diam. of head	FORGING	11 DIA. ✓	WOLSINGHAM ✓	10½" DIA. RULE +½" OWNERS
	Mainpiece at top pintle		✓		
	„ „ heel		✓	PALMERS HEBBURN.	
	how constructed	C.S. FRAME & FABRICATED M.S. PLATES E.W.			
	double or single plate	DOUBLE	·60 ✓		
	coupling, vertical or horizontal	HORIZONTAL 8·2¾ DIA BOLTS.			

STEEL.

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

Appleby Frodingham, Consett, Cargo Fleet, Colvilles, Dorman Long, Skinningrove, So. Durham.

Has the Steel been tested as required by the Rules? Yes. ✓

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M.V. British Maple (Laing's No. 792)

Rpt. 1*.

M.V. "BRITISH MAPLE" SIR JAMES LAING & SONS No. 792.

S'LAND RPT. No. 35722

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	Amidships. In Ship. Ins.	Amidships. In Ship. Ins.	Amidships. In Ship. Ins.	Ends. In Ship. Ins.	Ends. In Ship. Ins.	Ends. In Ship. Ins.	Any Departure from Approved Plans to be Noted.	Riveting. Rivets in Longitudinal Frames. Diam. Ins.	Riveting. Rivets in Longitudinal Frames. Spcng. Ins.	Riveting. Spacing of Rivets on each side of ~~Transverses~~ and Bulkheads. Inches.	Riveting. Rivets in Brackets to Bulkheads. Number.	Riveting. Rivets in Brackets to Bulkheads. Diameter. Inches.
Framing of L, L or C	BOTTOM LONGTS			CHANNEL ✓								
Frames in Bridge 'tween Decks ...	TRANSVERSE FRAMING ✓											
Frames from Uppermost Continuous Deck No. 1												
„ 2												
„ 3												
„ 4												
„ 5												
„ 6												
„ 7												
„ 8												
IN WING TANKS FULL LENGTH. „ 9	17 × 4 × 4 -		·48/·68 ✓	✓				7/8 ✓	5"/4	3 1/16" ✓		
„ 10	·do.		✓					7/8 ✓	5"/4 ✓	3 1/16 ✓		
„ 11	do.		✓					7/8 ✓	5"/4 ✓	3 1/16 ✓		
IN CENTRE TANKS FULL LENGTH. „ 12	do.		✓					7/8 ✓	5"/4 ✓	3 1/16 ✓		
„ 13	do		✓				4" × 3 1/2" × ·44" BACK BARS FITTED TO	7/8 ✓	5"/4 ✓	3 1/16 ✓		
„ 14	do.		✓				LONGTS IN CENTRE TANKS FOR 0 1/2 L.	7/8 ✓	5"/4 ✓	3 1/16 ✓		
„ 15	do.		✓				4" FL TO LONGT ✓	7/8 ✓	5"/4 ✓	3 1/16 ✓		
„ 16	do.		✓					7/8 ✓	5"/4 ✓	3 1/16 ✓		
Spacing of Longitudinal Frames — Amidships	C.R. TANKS 30" ✓ WING TANKS 31/4" ✓											
Spacing of Longitudinal Frames — At Ends	TRANSVERSE FRAMING AT ENDS.											

LONGTS TO STEEL IN No. 1 TANK L 7/8 DIA. 3 15/16 APART. BACK BARS D°

BOTTOM LONGTS INCREASED IN WING ROOMS TO ·68 ✓

BHD PLATE 4" × 4" × 1" ✓

BHD PLTS CONTINUOUS THRO' BHD - WELDED THERETO ✓

18 - 7/8" DIA RIVETS TO LONGT ✓

7 - 7/8" DIA. RIVETS TO BHD STIFFR ✓

WELDED to shell, keel, &c.

Double Bottoms L or C — Tank Top Longitudinals												
Double Bottoms L or C — Bottom „												
Spacing of Longitudinals — Amidships	TRANSVERSE FRAMING ✓ IN MACHY SPACE D.B.											
Spacing of Longitudinals — At ends...												

Transverses.		Rivets in Lugs to Shell. Diam.	Rivets in Lugs to Shell. Spcng.
Side (Between Decks) — Depth and Thickness			
Side (Between Decks) — Face Angles	TRANSVERSE FRAMING ✓		
Side (Between Decks) — Lugs to Shell*.....			
Side (in Hold) — Depth and Thickness			
Side (in Hold) — Face Angles	TRANSVERSE FRAMING ✓		
Side (in Hold) — Lugs to Shell*.....			
Bottom — Depth and Thickness	WINGS 36" × ·44" ✓ CENTRE. 54" × ·48 ✓		
Bottom — Face Angles	3 1/2 × 3 1/2 × ·44 ✓ O.A. SINGLE. 9 × 3 1/2 × ·60 ✓ B.A. DOUBLE		
Bottom — Lugs to Shell*.....	E.W. TO SHELL. ✓		
Bottom — „ „ Back Bars	NONE. ✓		
Bottom — Brackets	·44 & ·48 AS APPROVED. ✓		
Spacing of Transverse Frames...	10'-0" ✓		

TRANSVERSES E.W. TO SHELL. ✓

* State if joggled or liners.

Longitudinal Beams of L or C		Spacing.	Transverse Beams. Plate.	Face Angles.	Any departure from Approved Plans to be Noted.
Bridge Deck ...	TRANSVERSE FRAMING ✓	C.R. TANKS 30" ✓			
Upper C.R. TANKS 8 3 1/2 ·40 O.A. ✓ WING TANKS 8 3 1/2 ·44 ✓ B.A. ✓		WING TANKS 31 3/4" ✓	28" × ·42" ✓	6 × 3 1/2 × ·50 O.A. ✓	
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.*

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0011 2/4

0011 3/4

Rpt. 9a.

Port of Sunderland. Continuation of Report No. 35122 dated JAN - 9 1952 on the

M.V. "British Maple" (Laing's No. 792)

The following plans are forwarded herewith:-

Midship Section, Midship Section (as built) Profile + Decks, Profile + Decks (as built). Plan of Fore End Framing, Oil Fuel Bunker, Increase for sheer + strengthening bottom fwd., Aft End Framing, Cruiser Stern, Transverses in Engine + Boiler space, Stringers in engine + boiler space, Oil fuel bunkers aft., Tank top + girders in machinery space, Fwd cofferdam bhds, Aft cofferdam bhds., Transverse No. 98 + 152, Floors in machinery space, Stiffening at breaks of poop, bridge + forecastle, Midship deckhouses, Poop deckhouses + boat deck, Rudder, Sternframe, Shell Expansion, Fore + aft gangway, Small hatches, Gastight cargo hatch forward, Main tank hatches, Hatches to O.F. bunker, Arrgt. of forward pump room, Auxiliary steering arrangements, Fore end pumping, Bilge + tank suctions, Water Boxes.

The following certificates are forwarded herewith:-

Sternframe, Rudder, Rudder head, Derricks, Steering Gear.

Steel invoices are forwarded herewith.

Yours Faithfully

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20m,9 49 T. (MADE AND PRINTED IN ENGLAND)

EQUIPMENT No. 46614 LETTER d t ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
31253	1st Bower ...	81	2	7	STOCKLESS			59	10	0	0		BYERS IMPROVED C.S. HEAD	✓	L.W. 9.1.51 VOGAN.
31284	2nd " ...	81	0	14	"			59	10	0	0		" " "	✓	L.W. 30.1.51 VOGAN.
30933	3rd " ...	70	1	0	"			54	0	0	0		" " "	✓	L.W. 14.8.50 VOGAN.
	Collective weight	232	3	21								185½			
30870	Stream	30	0	7	STOCKLESS.			28	14	1	14		" " "	✓	L.N. 10.7.50 VOGAN.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
13425	300	2½	112½	157½	95 7 14	94 0	300	2⅞	STUD LINK	✓	N. 31.10.50 MURPH
Stream Chain or Steel Wire	120	Cir. 4¾		64.6			120	Cir. 4¾	QSWR.		

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms	Cir. Ins.
TOWLINE	130	5½	84.4	130	5¼
HAWSERS & WARPS	2.100	3	25.7	2.100	2¾
"	8.120	8	MANILA	3.100	8
"					

Steering Gear, Type (Power or hand) Steam Hydraulic - Hastie 2 Rams ✓ **Alternative Means of Steering** Blocks - tackles - spokes

Steering Chains (Size and Test) Telemotor control ✓ **Windlass** Steam Emerson Walker ✓ **Boats** 4 steel lifeboats ✓

Ceiling in Holds, thickness and material None. ✓ **Cargo Battens,** thickness, material and spacing None. ✓

Cargo Hatchways.—(Upper Deck) Steel plates and sections **Thickness of Hatches** ·50 steel. ✓

Size of Hatchways No. 1 (Fwd.) FORE HOLD. 10'-0" × 6'-9" ✓ **No. 2** CARGO TANKS 27 OFF 4'-10 DIA. ✓ **No. 3** **No. 4** **No. 5** **No. 6**

Number of Shifting Beams and/or Fore and Afters None. ✓

For and on behalf of
SIR JAMES LANG & SONS LIMITED
Builder's Signature [signature]
Managing Director

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 ship has been built under special survey in conformity with the Society's Rules and Regulations, and the deck'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 centre tanks and 18 wing tanks (9 P. 9 S.). Oil fuel is carried in deep tank fwd, oil fuel bunkers aft and in double bottom tanks in machinery space (F.P. of oil above 150° F.). Heating coils tested hydraulically and found satisfactory. Main cargo tanks, ballast tanks, cofferdams, oil fuel bunkers, F.W. tanks, double bottom and

amount of Entry Fee..... £ : ✓ :
Special Survey Fee..... £1239.0.0.
FREEBOARD FEE 34.0.0
Travelling Expenses, if any ..... £ : :

Fees applied for, JAN 1-1 1952
Received by me, 19

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

I am of opinion the Vessel should be Classed ✠100 A.1. carrying petroleum in bulk.

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

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

Certificates to be sent to ~~X~~ ✓ Sunderland. in duplicate Hull.- Mchy.- W. Hpl. Date of issue 20/2/52

Committee's Minute FRI. 8 FEB 1952

Character assigned +100A1 "Carrying Petroleum in bulk"
12.51 Sld.
Lloyd's A+CP +LMC 12.51 Oil Eng.
C.L.
2DB 150lb (with torsional endorsement)

CLASSIFICATION CERTIFICATES WRITTEN.

Note for S.R.L.

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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.*)

peak tanks have been tested to Rule requirements and found satisfactory. The weather decks, clear of cargo tanks, watertight doors, watertight bulkheads and sidelights have been hose tested and found satisfactory. The main and auxiliary steering gear, windlass, and anchors and cables have been tested under working conditions and found satisfactory.
The freeboard markings have been cut in and verified.
The materials and workmanship are good.
Vessel dry docked prior to sea trials on 14·12·51, undocked 15·12·51.
This vessel is a sister ship to M.V. "BRITISH BIRCH" Sunderland Rpt. No. 35603.
For list of plans and certificates forwarded herewith see Rpt 9A. attached.
Interim certificate issued - copy herewith.

PARTICULARS OF ELECTRIC WELDING (*if employed*) Shell butts, upper deck butts, fore & bridge deck plating, poop deck plating butts & shell connection, upper deck to shell fwd & aft, Bhd plating butts & seams & shell connection, Bhd stringers to bhds & shell, Bhd stiffener brackets to shell & decks, longitudinal brackets to bhds, Fore & aft peak tank top plating, Double bottom tank top plating, Double bottom structure, Transverses to deck, shell & bhds, Stemframe, Rudder.

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*
Cruiser stern, Longitudinal framing at bottom & deck, Machy aft, (Fitted for oil fuel (F.P. above 150°F)), Lloyds A+CP, Oil Engine, Direction Finder, Echo sounding, Gyro Compass, Carrying Petroleum in bulk, Part Electric welded.

RADAR *Equipment (State if fitted)* Yes.
State Type or Pattern No. Mark 2, Ser. No. 2027
State Name of Maker and/or Supplier Cossor

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

1st Bower	51 c. 0 qr 7 lbs.	D.P.	1686.	11·7·50.
2nd ,,	52 c 0 qr 14 lbs.	D.P.	1843	10·10·50.
3rd ,,	44 c 3 qr 7 lbs	AEG	1670	4·7·50.
STREAM	19 c 1 qr 0 lbs.	AEG	3829	20·4·50.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98·1 ft., R.Q.D. ✓ ft., Bridge 51·5 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. 184546. Signal Letters G.C.F.D. Extreme Breadth over Belting (Circ. 1611) 62·05' Over-all Length (Circ. 1703) 490·0.

No. and Material of Decks One · steel.

Parts of Bottom of Vessel coated with cement or approved composition Coated with cement + cement wash - fore peak, aft peak F.W. tanks, Feed tanks, coated with cement - E.R. cofferdam bottom shell. Fillet cement on bottom shell

Particulars of composition (if fitted) and of approval cargo tanks, pump rooms, cofferdams.

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. S.W.
Double bottom, aft,	✓	
Double bottom, under Engines and Boilers,	✓	
Double bottom, if under Engines only, FRS. 13·39	64·0	105
Double bottom, if under Boilers only,	✓	
Double bottom, forward,	✓ ✓	
Total length (if continuous) and Capacity	64·0	105.

Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.
Fore peak tank,	24·2	130.
After peak tank,	16·0	73.
Deep tank, aft, OIL FUEL BUNKER FRS 39·43	9·5 ✓	499.
Deep tank, forward, FRS. 165·179	31·5 ✓	384.
Other tanks, if fitted, FORE MAIN COFFERDAM	3·5	175
AFT " "	3·5	186
(If necessary furnish further information by sketch.) F.W. TANKS ON AFT PEAK TANK TOP.	12·0.	95.

Order for Special Survey No. 6323
Date 3·8·49

Dates of Surveys held while building

1951 Jan 15.18.19.23.29.31 Feb 2.8.13.14.21.23.27 Mar 1.7.13.16.20 Apr 10.12.13.18.19.24.25.30 May 1.2.4.7.9.11.15.17.18
22.23.24.25.28.30.31 Jun 1.4.5.6.7.8.11.12.13.15.17.18.19.24 Aug 16.29.30.31 Sep 3.4.5.6.7.10.11.17.19.21.25 Oct 8.9.10.11.12 Nov
21.23.27.29 Dec 4.5.7.10.12.13.14(2).17.18.19.21.22.23

Total No. of Visits 96

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