

Rpt. 1

STEEL ~~STEAMER~~ MOTORSHIP.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

16 December 1946

Port of

Sunderland

No.

34597

Survey held at

Sunderland

Date First Survey

12 October 45

Last Survey

15 December 1946

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

M.V. "BRITISH HOLLY"

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

Full Scantling

State Type of Erections Poop, Bridge & Fore

TONNAGE under Tonnage Deck ...

7499.91

CLASS +100A.1 Carrying State if with freeboard

No

Built at

Sunderland

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 463.46

Launched 26th August, 1946 Yard No. 770

Breadth (greatest moulded)

B 61.75

Builders Sir James Laing & Sons, Ltd.

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

Owners British Tanker Co., Ltd.

Total

Gross Tonnage

8581.72

Register Tonnage

4918.69

1st Longitudinal Number (L x D)

15795

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D)

44418

Residence

REGISTERED DIMENSIONS.

FEET

Length

469.60

Breadth

62.05

Depth

33.95

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

13.60

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

13.60

Do. Long Bridge to top of keel

27.6

Draught Moulded

27.6

Port of Registry

London

If surveyed while building, afloat, or in dry dock

During Construction

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	30 ✓		Bracket Floors, Frame	✓	
" " IN FORE HOLD from 1/2 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	✓	
" " in peaks	24 ✓		" " Vertical Struts	✓	
SIDE FRAMING. SEE ALSO LONG FRAMING RPT. 1* ATTACHED.			Centre Girder, depth and thickness amidships	63 x 54 1/2 x 44 ✓	
Frame Amidships, 10 3 1/2 40 ✓	10 3 1/2 40 ✓		" " top Angles	3 1/2 3 1/2 48 1/2 x 44 ✓	
" " Extends up to.....	Upper deck ✓		" " bottom Angles.....	4 4 50 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	2 @ 62 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	Flat Tank Top ✓	
Depth of Framing Girder.....	10 ✓		" " HORIZ ^l Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 50 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " 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	✓	
" " IN FORE HOLD from 1/2 len. forward to 15% len. from Stem	11 3 1/2 47 1/2 as approved ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	46 ✓	
" " in Peaks, 8 3 1/2 46 ✓	8 3 1/2 46 ✓		INNER BOTTOM PLATING. (AFT)		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/2 dia. ✓		Breadth and thickness of Middle Line Strake...	55 x 52 ✓	
State if Frame Joggled.....	Yes ✓		Thickness of remainder 1 1/2 1.25 x 54 ✓	1.25 x 54 ✓	
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. & B. 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.		
SINGLE BOTTOM. (IN CARGO TANKS)			Uppermost Continuous Deck, amidships in 10 3 1/2 38 ✓	10 3 1/2 38 ✓	
Floors, Depth and thickness at mid-line in Holds.....	Long framing See also Rpt 1* Attached ✓		" " FORWARD 8 3 40 ✓	8 3 40 ✓	
Height of Brackets at side above base line at toe of frame.....	✓		" " Spacing	Every frame ✓	
Middle Line Keelson, 3 1/2 3 1/2 50 ✓	3 1/2 3 1/2 50 ✓		Second Deck, amidships, Angle, [or]	✓	
" " " Through Plate Inter-costal Plate	54 x 42 ✓		" " Spacing	✓	
" " " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, [or]	✓	
" " " Flat Plate Keel Angles	4 4 50 ✓		" " Spacing	✓	
Side Keelsons, No. each side.....	✓		Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Inter-costal Plate...	✓		" " Spacing	✓	
" " Angles	✓		Poop Deck, Angle, 10 3 1/2 40 ✓	10 3 1/2 40 ✓	
DOUBLE BOTTOM. (AFT)			" " Spacing	Every frame ✓	
Solid Floors, thickness and spacing	62.50 E-42 236" x 28" ✓		Bridge Deck, Angle, 7 3 33 ✓	7 3 33 ✓	
" " Are Frame and Reversed Frame joggled?	Yes ✓		" " Spacing	Every frame ✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, 9 3 1/2 38 ✓	9 3 1/2 38 ✓	
" " breadth and thickness at margin plate.....	✓		" " Spacing	Every frame ✓	

(MADE IN ENGLAND.)

004338-004350-0003 1/3

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 DECK GIRDER		60 x 50 fl 27 (408 OWNERS)	✓	Stringer Plate, breadth and thickness in way of Bridge AT LONG'S ENDS		29 x 50 fl 3 (408 OWNERS)	✓
in 'tween Decks, Size and Spacing		3 1/2 3 1/2 .40	✓	Thickness of Plating abreast Deck openings in way of Wells		✓	
" " " " "		✓		Thickness of Plating abreast Deck openings in way of Bridge		✓	
" in Holds " " "		✓		Thickness of Plating within line of openings		✓	
2" LONG		✓		If Sheathed, material and thickness		✓	
Centre Line Bulkhead		✓		LOWER STRINGERS.			
Stiffeners and Spacing		10 3 1/2 .40	✓	Third Deck.			
Plating, thickness of		51 x 50 (408 OWNERS)	✓	Stringer Plate, breadth and thickness AT SHELL		29 x 50 fl 3 (408 OWNERS)	✓
STRINGERS AND DECKS.				If Plated, state thickness AT LONG'S BULKHEADS		29 x 50 fl 3 (408 OWNERS)	✓
Uppermost Continuous Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness in Way		74 x 72	✓	Stringer Plate, breadth and thickness		✓	
" " " " " IN WAY OF POOP FRONT ENDS		.90	✓	If Plated, state thickness		✓	
" " " " " in way of Bridge		.88	✓	Poop Deck.			
" Angle in Wells		7 7 .72	✓	Stringer Plate, breadth and thickness		72 x 38	✓
Thickness of Plating abreast Deck openings CLEAR OF		.70	✓	Plating, Sheathing, material and thickness		30 x 26	✓
Thickness of Plating abreast Deck openings IN WAY OF		.58	✓	Bridge Deck.			
Thickness of Plating in way of Bridge		✓		Stringer Plate, breadth and thickness		72 x 40	✓
Thickness of Plating within line of openings		✓		Plating, Sheathing, material and thickness		26 WITH WELDED FLATS	✓
If Sheathed, material and thickness		✓		Forecastle Deck.			
UPPER STRINGERS				Stringer Plate, breadth and thickness		.38	✓
Second Deck				Plating, Sheathing, material and thickness		.36	✓
Stringer Plate, breadth and thickness in Wells AT SHELL		29 x 50 fl 3 (408 OWNERS)	✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or to cr.
Flat Plate Keel	51	1.01	.83	.83	Double	1 1/4			
" Dblg. (if any)	✓	✓	✓	✓					
Bottom Plating, No. of Strakes (FOUR)	A, B, C, D	.65	.72	.51	Double	7/8	3 1/2		
Bilge Plating, No. of Strakes (ONE)	E	.66	.51	.51	Double	7/8	3 1/2		
Side Plating, No. of Strakes (THREE)		.64	.48	.48	Double	7/8	3 1/2		
Upper Deck, Sheer-strake in Wells	63	.98	.48	.48	Double	1	4		
Upper Deck, Sheer-strake in Bridge	✓	✓	✓	✓					
Strake below Sheer-strake in Wells	81	.82	.48	.48	Double	1	4		
Strake below Sheer-strake in Bridge	✓	✓	✓	✓					
Poop Side Plating	✓	✓	✓	.40	Single	3/4	3		
Bridge Side Plating	✓	.44	✓	✓					
Forecastle Side Plating	✓	✓	.44	✓	Single	3/4	3		

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

" Deck next below

As per Rule

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
IN WAY OF TANKS	✓								
MIDSHIP BULKHEAD, Upper 'tween decks	51 x 50	10 x 3 1/2	.40	30"	2 GIRDERS 30" x 30" FL 4"	36" x 50" FL 4"	30"	2 GIRDERS 26" x 30" FL 3"	30" x 30" FL 3"
IN WAY WING TANKS	✓								
" " Second	51 x 50	10 x 3 1/2	.40	3 3/4"	2 GIRDERS 30" x 30" FL 4"	36" x 50" FL 4"	30"	2 GIRDERS 26" x 30" FL 3"	30" x 30" FL 3"
" " Third	✓								
" " Holds	✓								
COLLISION " (in Hold)	53 x 26	10 x 3 1/2	.40	24"	2 DECKS & 3 S.B. BEAMS				
AFTER PEAK "	46 x 30	9 x 3 1/2	.375	24"	2 FLATS				

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar UPPER PORTION	Flat Plate	M. 5. Fashion Plate		
STEM LOWER	Rolled Bar	10" x 2 3/4"		
STERN FRAME { Propeller Post	Cast Steel	The Walsingham Approved Steel Co., Ltd.		
{ Rudder				
Speed of Vessel		11 1/2 knots		
RUDDER—Type		Simplex		
" A x D.		387		
" Diam. of head		11" (10%)		
" Mainpiece at top pintle		✓		
" " heel		✓		
" how constructed		Fabricated as per plan		
" double or single plate 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):
 Dorman Long & Co., Ltd.; Conssett Iron Co., Ltd.; Skinningrove Iron Co., Ltd.; Lanarkshire Steel Co., Ltd.; Colvill & Co., Ltd.;
 Appleby-Frodingham Steel Co., Ltd.; South Durham Steel & Iron Co., Ltd.; Cargo Fleet Iron Co., Ltd.; The Steel Co. of Scotland
 (and New Sarnow Steel Co., Ltd.)
 Has the Steel been tested as required by the Rules? **Yes**

(AT BOTTOM & UPPER DECK.)

am

004338-004350-0003 73

EQUIPMENT No. 46725																LETTER dt		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.	Cwts.									
49963	1st Bower	81	1	0	✓	✓	✓	59	10	0	0	81 1/4 ✓	Stockless	✓	L.P.H.-S, 16-9-46 F.W.D.						
49965	2nd "	81	0	21	✓	✓	✓	59	10	0	0	81 1/4 ✓	"	✓	L.P.H.-S, 16-9-46 F.W.D.						
49918	3rd "	69	2	7	✓	✓	✓	53	12	2	0	69 1/2 ✓	"	✓	L.P.H.-S, 3-9-46 F.W.D.						
	Collective weight	232	0	0	✓							232 ✓									
49648	Stream	29	2	16	✓	✓	✓	28	8	3	0	23 1/2 ✓	Stockless	✓	L.P.H.-S, 28-6-46 F.W.D.						
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.	Status.	Break-ing.	Supplied.	Per Rule.	Fathoms.	Diam.	Fathoms.	Diam.					Fathoms.	Inches.		Tons.	Fathoms.	Inches.	
6859	300	2 1/2	112 1/2	157 1/2	940-1-14	940	✓	300	2 1/2	✓	Steel link	✓	L.P.H.-N, 30-11-46 J.A.R.	TOWLINE	130	5 1/2	84.4	130	5 1/2		
6864	2 open link attachment pieces		112 1/2	157 1/2	7-2-0		✓						L.P.H.-N, 30-11-46 J.A.R.	HAWSERS & WARPS	2@100	3	25.7	2@100	Hemp 8"		
					947-3-14		✓								4@100	8"	Manilla	2@100	Hemp 8"		
															4@100	3 1/2	735.2				
Iron-Stream Chain or Steel Wire	120	4 3/4	-	64.6			✓	120	4 3/4	✓	G.S.W.N. (6/24)	✓	British Rope Ld.								
Steering Gear, Type (Power or hand) Hastie's Steam Hydraulic ✓																Alternative Means of Steering Efficient arrangement of blocks & tackle led to after Capstan ✓					
Steering Chains (Size and Test) Telemotor Control ✓																Windlass Emerson Walker 12 1/2 x 14 Boats 2 steel motorboats & 2 lifeboats 26'-0" x 8'-6" x 3'-6 1/2"					
Ceiling in Holds, thickness and material TO FORE HOLD :- Strong steel plates & stiffeners, riveted to deck. TO CARGO TANKS :- Steel coaming 12"x30" welded to deck ✓																Cargo Battens, thickness, material and spacing TO FORE HOLD - .50 thk, efficiently stiffened ✓ TO CARGO TANKS -.64" x O.T. Covers ✓ Thickness of Hatches					
Cargos Hatchways (Upper Deck) To cargo tanks throughout 6'-0" x 4'-0" To Fore Hold - 6'-9" x 10'-0" ✓																No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6					
Size of Hatchways																					
Number of Shifting Beams and/or Fore and Afters																Builder's Signature For and on behalf of SIR JAMES LAING & SONS LIMITED					
																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. 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 in conformity with the Society's Rules & Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The material and workmanship are of good quality. ✓																					
The double bottom, peaks, deep oil fuel and fresh water tanks, the cargo oil tanks and cofferdams, decks, bulkheads, W.T. doors, steering gear and secondary means of steering, hand pump & windlass, have been tested and found satisfactory. The freeboards assigned by the Committee have been verified and cut-in on the vessels sides. Oil is carried as fuel in the oil fuel cross bunker (p.e.s.) forward of machinery space, deep oil fuel bunker forward (p.e.s.), in two settling tanks and in double bottom under engines. The flash point of oil is not less than 150°F. Section 20 of the Rules has been complied with. The vessel between the forward & after cofferdams - frs 164-165 and frs 43-44 respectively is divided into 27 cargo tanks, viz:- 9 centre and 9 wing tanks (p.e.s.) for the carriage of petroleum in bulk. The 2 pump rooms are arranged between the Nos 2 & 3 tanks and the Nos 6 & 7 tanks. P.T.O. for continuation																					
The amount of Entry Fee £ 11 : - : Fees applied for, 7 DEC 1946																(Special notations, where part of class, to be stated.)					
Special Survey Fee £ 62 : 16 : Received by me, 19																I am of opinion the Vessel should be Classed +100 A.I. Carrying Petroleum in Bulk					
Freeboard 19 Travelling Expenses, if any £ 5 : 5 :																Signature D. Forsyth Surveyor to Lloyd's Register of Shipping.					
State whether the Vessel has been built under Special Survey Yes																					
Certificate to be sent to SUNDERLAND Date of issue 10/1/47																					
Committee's Minute +100A1 "Carrying Petroleum in bulk"																					
Character assigned Lloyd's A.C.P. Mucky aft. +LMC 12,46 Oil Eng. C.L. 2 DB 150lb White hull.																					

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This ship is the second of this type to be built by Messrs Sir J. Laing & Sons, Ltd., but is a sistership to their Yard No 768, M.V. "BRITISH PRINCESS", (see Sunderland Rpt. No 34524).

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

Rpt. 10 issued - copy attached

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell, upper deck, poop, bridge & forecastle deck plating welded; poop dk., bridge dk., forecastle dk., upper dk., inside poop & forecastle, stringers forward & aft, & tank tops forward welded to shell; transverse bulkheads welded to longl. bulkheads, to deck and to bottom shell; longitudinal bulkheads welded to shell & to deck; bulkhead girders & webs welded to bulkheads; transverses welded to deck, to longl. bhd., & to bottom shell; hatch & ventilator coamings & other items of minor importance welded. Electrodes complying with Sect. 4 of the Rules have been employed for manual welding & the Rules for the application of electric arc welding in ship construction have been complied with where applicable.

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

Carrying Petroleum in Bulk; Longitudinal framing at bottom and decks; Butts of shell and deck electrically welded; Oil engines; Cruiser stern; Wireless; Direction Finder; Echo Sounding; Gyro Compass and Radar (Type 268)

		CNTS.	QTS.	LBS.		
Particulars of Drop Test of Cast Steel Anchors, viz.:—	1st Bower	51	- 2	- 21	J.H.J.	7517, 15-2-46. ✓
Weight, Surveyor's Initials,	2nd "	51	- 3	- 15	J.H.J.	7562, 6-3-46 ✓
Number of Certificate, Date	3rd "	45	- 0	- 21	J.H.J.	7723, 10-5-46 ✓
of Test.	STREAM.	18	- 1	- 22	A.E.G.	7514, 29-5-45 ✓

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

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

Official No. 181530 Signal Letters G.W.P.M. Extreme Breadth over Belting No belting Over-all Length 490'-0" ✓

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

Parts of Bottom of Vessel coated with cement or approved composition F. & A. Peak tanks, Feed Water D.B. tank, E.R. after well and D.B.

Cofferdams in way machinery spaces cemented on bottom shell & elsewhere in these spaces cement washed. Cement fillets at seams in oil tanks and pump rooms.

Particulars of composition (if fitted) and of approval Tank top & bilges in way machinery spaces coated with bitumastic solution.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	24.2	129
Double bottom, if under Engines only, { FEED WATER (12-28)	40.0	37.0	Deep tank, aft, AFTER C.D. (43-44)	16.0	73
Double bottom, if under Boilers only, { OIL FUEL (29-39)	24.0	70.0	Deep tank, forward, FOR C.D. (164-165)	3.5	185
Double bottom, forward,	✓	✓	Other tanks, if fitted, DEEP O.F. BUNKER FOR (165-179)	3.5	175
Total length (if continuous) and Capacity 66.5' → 64.0			(If necessary furnish further information by sketch.)	12.0	92

Order for Special Survey No. 6159

Date 28.12.44

Dates of Surveys held while building

1945. Oct 12, 15, 19, 23, 24, 31. Nov. 1, 13, 19, 22. Dec. 2, 4, 6, 7, 12, 13, 19. 1946. Jan 8, 19, 21, 28, 31. Feb. 5, 6, 11, 13, 18, 20, 22, 27. Mar. 4, 6, 8, 12, 13, 15, 21, 26, 28. Apr. 2, 4, 17, 24. May 2, 7, 9, 22, 28. June 4, 11, 14, 19, 25, 28. July 4, 12, 15, 16, 17, 18, 19, 22, 24, 25, 26. Aug. 7, 8, 9, 12, 13, 16, 19, 20, 24, 25, 26, 30. Sep. 18. Oct. 7, 9, 14, 17, 23, 24, 25, 29. Nov. 4, 7, 11, 15, 18, 19, 21, 24, 27, 28, 29. Dec. 3, 4, 10, 11, 12, 13, 14, 15.

Total No. of Visits 106