

RECEIVED

12 OCT 1951

WRECK

IN D.O.

SECTION

980

STEEL STEAMER OR MOTORSHIP.

N "CLYDE PIONEER"

WRECK

Received at London Office

SECTION

980

10 OCT 1951

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 1st OCTOBER 1951. Port of GLASGOW No. 77697Survey held at GLASGOW Date First Survey 23rd May 1950 Last Survey 17th SEPTEMBER 1951

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

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

TONNAGE under Tonnage Deck ... 7532.84 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 Breadth (greatest moulded) B 61.5

Gross Tonnage 8650.64 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 4960.34 1st Longitudinal Number (L x D) = 15742

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

Length 470.50 Framing Depth "d," at middle of length. See Sec. 3 (1d) -

Breadth 61.80 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.62

Depth 33.90 Draught Moulded 27.5" Do. Long Bridge to top of keel

Built at SCOTSTOWN, GLASGOW. Launched 24th APRIL 1951. Yard No. 97

Builders BLYTHSWOOD S.B. CO. LD. Owners BRITISH TANKER CO. LD.

Managers - Residence LONDON.

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock WHILE BUILDING, AFLOAT, & IN DRY DOCK. VESSEL UNDOCKED. 15-9-51

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...	30		Bracket Floors, Frame	-	
" " from length amidships to Collision bulkhead...	21		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Stays	-	
DE FRAMING.			Centre Girder, depth and thickness amidships	59 1/2 x 54 to 46	
Frame Amidships, Angle, E or F	10 3/2 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	-	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	-		Bracket abaft 1/2 len. from stem	-	
" " Second 'tween Decks, Angle, E or F	-		" " Vertical Angle to Tank side	-	
" " Third	-		Bracket from forward 1/2 len. from stem to Panting Area	-	
" " from 1/2 len. for'd. to 15% len. from Stem	-		Gussets, spacing and scantling abaft 1/2 len. from stem	-	
" " in Peaks, Angle, E or F	9 3/2 38		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	-	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 x 4 3/4 1 1/2 x 5 1/2		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
State if Frame Joggled	YES		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS APPROVED		Breadth and thickness of Middle Line Strake	93 x 62 1 1/2 x 54	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS APPROVED		Thickness of remainder in Hold	1 1/8 UNDER ENGINE.	
Are the 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		BEAMS.		
LONGITUDINAL BOTTOM. IN DEEP TANK FORWARD			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7 3/2 38	
Floors, Depth and thickness at mid-line in Hold	46 x 38		" " in way of Bridge, Angle	7 3/2 38	
Height of Brackets at side above base line at toe of frame	AS APPROVED		UPPER DECK IN POOP. T.O.A.	EVERY FRAME	
Middle Line Keelson, Angle, E or F	46 x 36		UPPER DECK IN FORECASTLE. T.O.A.	ON EVERY FRAME	
" " Through Plate or Inter-costal Plate	10 x 4 1/2 46 T.O.A. 2 RY SPACING		Second Deck, amidships, Angle, E or F	9 3/2 38	
" " Foundation Plate on Floor	-		Spacing	EVERY FRAME	
" " Flat Plate Keel Angles	WELDED		SECOND FORWARD Third Deck, amidships, Angle, E or F	8 3/2 44 46 3 30	
Side Keelsons, No. each side	2		Spacing	EVERY FRAME	
" " thickness of Inter-costal Plate	42		Fourth Deck, amidships, Angle, E or F	-	
" " Angle	WELDED		Spacing	-	
DOUBLE BOTTOM. IN ENGINE SPACE.			Poop Deck, Angle, E or F	E.W. TOE ON 6 x 3 1/2 40 36	
Solid Floors, thickness and spacing	EVERY FRAME		Spacing	EVERY FRAME	
" " Are Frame and Reversed Frame joggled?	WELDED		Bridge Deck, Angle, E or F	E.W. TOE ON 6 3 40	
Bracket Floors, breadth and thickness at middle line	-		Spacing	EVERY FRAME	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, E or F	E.W. TOE ON 6 3 1/2 40 46 3 34	
			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	TWO		Stringer Plate, breadth and thickness in way of Bridge	-
" in 'tween Decks, Size and Spacing	LONGITUDINAL BULKHEADS THROUGHOUT CARGO TANKS, PUMP ROOMS, COMPARTMENTS + OIL FUEL BUNKERS	✓	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.....	-
" " " " " "			If Sheathed, material and thickness.....	-
LONGITUDINAL Centre-Line Bulkheads Stiffeners and Spacing	BUILD PLATE 10" x 48 @ 30"	✓	Third Deck:	-
24" x 40 WEB WITH 6" x 38 FACE FLAT AT TRANSVERSES		✓	Stringer Plate, breadth and thickness.....	-
Plating, thickness of50	✓	If Plated, state thickness	-
STRINGERS AND DECKS.			Fourth Deck:	-
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	-
Stringer Plate, breadth and thickness in Wells	74" x 74"	✓	If Plated, state thickness.....	-
" " " " in way of Bridge	.72	✓	TRANSVERSE PLATING	
" " " " " "	.86 AT BREAKS	✓	Poop Deck.	
" Angle in Wells	7 7 .70	✓	Stringer Plate, breadth and thickness.....	.32 ✓ .32 ✓
Thickness of Plating abreast Deck openings in way of Wells68 .78 AT BREAKS OF BRIDGE.	✓	Plating, Sheathing, material and thickness ...	2 1/2" WOOD SHEATHING WHERE EXPOSED
Thickness of Plating abreast Deck openings in way of Bridge.....	.64 .68	✓	TRANSVERSE PLATING	
Thickness of Plating within line of openings.....	-		Bridge Deck.	
If Sheathed, material and thickness.....	UNSHEATHED	✓	Stringer Plate, breadth and thickness.....	.32 ✓ .32 ✓
Second Deck.	FORWARD		Plating, Sheathing, material and thickness	2 1/2" WOOD SHEATHING WHERE EXPOSED
Stringer Plate, breadth and thickness in Wells	.35	✓	TRANSVERSE PLATING	
			Forecastle Deck.	
			Stringer Plate, breadth and thickness.....	.32 ✓ .32 ✓
			Plating, Sheathing, material and thickness.....	.70 UNDER WINDLASS UNSHEATHED ✓

SHELL PLATING.

SCANTLINGS.				RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.....	72	.90	.77	.77		WELDED						WELDED	
STRAKE A		.65	.60	.51		DO						DO	
" B		.78 FROM 1/2 L. END TO COLL. BR.	.66	.52	.52	DO						DO	
Bottom Plating, No. of Strakes B+C		.79 FROM 1/2 L. END TO COLL. BR.	.66	.51	.51	DO						DO	
Bilge Plating, No. of Strakes D		.66	.51	.51	.67 ON STERNFRAME.	DO						DO	
Side Plating, No. of Strakes E, F, G		.63	.48	.48		DOUBLE	7/8	3 1/8				DO	
Upper Deck, Sheer-strake in Wells.....	67	.97	.48	.48		-	-	-				DO.	
Upper Deck, Sheer-strake in Bridge ...	71	.94	-	-		DOUBLE	1	3 3/4				DO	
Strake below Sheer-strake in Wells.....	83 1/2	.82	.48	.48		DO	1	3 3/4				DO	
Strake below Sheer-strake in Bridge ...	83 1/2	.82	-	-		DO	1	3 3/4				DO	
Poop Side Plating.....			.50 FORWARD.	.40		WELDED						DO	
Bridge Side Plating.....		.70 AFT.				DO						DO	
Forecastle Side Plating		.70 FORWARD.				DO						DO.	

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantling.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	-	-	-	-
STEM	ROLLED STEEL	10x2 3/4	COLVILLE Ld.	
STERN FRAME	Propeller Post	FABRICATED E.W.	COLVILLE Ld.	
	Rudder	AS PER APPROVED PLAN	GLASGOW.	
Speed of Vessel	11 1/2 KNOTS	✓		
RUDDER—Type	"SIMPLEX" PATENT BALANCED	✓		
	AS PER APPROVED PLAN			
" A x D	38.4	✓		
" Diam. of head	FORGING	11" DIA.	DENNYSTOWN FORGE CO.	
" Mainpiece at top pintle	RUDDER BLADE		DUMBARTON	
" " heel	FORMS MAINPIECE	✓		
" how constructed	FABRICATED E.W.	✓		
" double or single plate	DOUBLE	✓		
" coupling, vertical or				
" horizontal	HORIZONTAL	✓		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
O.T.						
WING TANKS						
Upper						
Midship / BULKHEAD, (BULKHEAD N° 85)		50	12x425 B.P.	3 1/2	21x50	20x50
					27x50	11x6
					6x50 FACE PLATE	
CENTRE TANKS		50	12x425 B.P.	30	21x50	20x50
					30x50	11x6
					6x50 FACE PLATE	
Second						
Third						
Hold						
(in Hold)						
COLLISION		53-29	5x42 OA	24-30	30x42 OA	20x50
			5x44 OA		14x6	14x6
			5x34 OA		8x6	8x6
		48-30	5x34 OA	24	BOILER PLATE	21x0
			5x36 OA			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). OPEN HEARTH.
COLVILL'S LD; STEEL CO. OF SCOTLAND LD; DORMAN LONG & CO. LD; LANARKSHIRE STEEL CO. LD; SOUTH DURHAM IRON & STEEL CO. LD.
ETNA IRON & STEEL CO. LD.
Has the Steel been tested as required by the Rules? YES. ✓

Rpt. 1*.

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.
ming of KEEL C												
mes in Bridge 'tween Decks												
mes from Uppermost Continuous Deck												
KEEL	No. 1	17x4x4x 1/4 68	17x4x4x 1/4 68						WELDED	✓		
CENTRE TANKS.	2	DO ✓	DO ✓						"	✓		
	3	DO ✓	DO ✓						"	✓		
	4	DO ✓	DO ✓						"	✓		
	5	DO ✓	DO ✓						"	✓		
	6	LONGITUDINAL ✓	BULKHEAD ✓						"	✓		
WING TANKS	7	17x4x4x 1/4 68 ✓	17x4x4x 1/4 68 ✓						"	✓		
	8	DO ✓	DO ✓						"	✓		
	9	DO ✓	DO ✓						"	✓		
	10											
	11											
	12											
	13											
	14											
	15											
	16											
Spacing of Longitudinal Frames	Amidships AND CENTRE TANKS 30"											
	At Ends WING TANKS 31 1/2"											
able toms or C	Tank Top Longitudinals											
	Bottom "											
ing of Longitudinals	Amidships											
	At ends...											
Transverses.	Depth and Thickness											
Side (between Decks)	Face Angles											
	Lugs to Shell*											
TOM IN	Depth and Thickness	36x.44	36x.44						WELDED	✓		
	Face FLATS	6x.50	6x.50						"	✓		
TANKS	Lugs to Shell*	WELDED ✓	WELDED						"	✓		
	Depth and Thickness	54x.48	54x.48						"	✓		
	Face FLATS	14x1.08	14x1.08						"	✓		
Bottom IN	Lugs to Shell*	WELDED ✓	WELDED									
TANKS	Back Box											
	Brackets	.44x.48	.44x.48									
	Spacing of Transverse Frames... State if joggled or liners.	10'-0" ✓	10'-0"									
ngitudinal Beams of	Bridge Deck											
	CENTRE TANKS Upper	9x.40 ✓	9x.40						Transverse Beams.	29x.42	6x.45	CENTRE TANKS
	WING TANKS UPPER	9x.40 ✓	9x.40							28x.42	6x.42	WING TANKS
	Second											
	Third											
	Spacing.											

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.

ANCHORS.

HAWSERS AND WARPS

Builder's Signature

BLYTHSWOOD SHIPBUILDING CO., LTD.

Sydney D. Brown

~~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 ship has been built under special survey in conformity with the Society's Rules & Regulations & Secretary's letters. The scantlings & arrangements of the ship are as given in the report as shown & 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 & have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of Midship Section & Profile & Decks showing the ship as built now forwarded herewith have been checked with the approved arrangements & found in order. The materials & workmanship are good. Cargo oil tanks, oil fuel bunkers, forward & after deep cofferdams, forward deep tank, fore & after peak tanks, double bottom tanks & cofferdams, bulkheads & decks have been tested to Rule requirements & found satisfactory. Bilge suction tested & found satisfactory. Freeboards verified & marks cut in. Steering gear, auxiliary steering gear & windlass tried under working conditions & found satisfactory. Oil fuel, F.P. above 150°F, is carried in oil fuel bunkers aft, deep tanks forward, & double bottom tanks in engine space. Section 20 of the Rules complied with.

The amount of Entry Fee.....	£ - - -	} Fees applied for, = 9 OCT 1951
Special Survey Fee.....	£ 1233.0 0	
FREEBOARD.	34.0 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.

State whether the Vessel has been built under Special Survey YES

Signature Geo. Cockburn.
 Surveyor to Lloyd's Register of Shipping.

Certificate ~~to~~ be sent to Gls. in duplicate Date of issue 27/11/51

Committee's Minute

Character assigned

Lloyd's A.C.P.

Longitudinal framing at bottom & at deck

+ LMC. 9.51 Oil Engine

2 DB-450 PR

CLASSIFICATION
CERTIFICATES WRITTEN

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0129 3/3

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.)

Plans of Midship Section, & Profile & Decks, "as built", forwarded herewith.

The following approved plans are applicable to this vessel, & are forwarded herewith.

Midship Section.

Profile & Decks.

Stemframe

Rudder

Engine room Framing

Keel & bottom shell.

Main framing

Aft End Framing

Deep Tank "

Stringer Plan.

Transverses in Cargo Tanks.

Boiler & lat.

Main Pump Seats

Stem Plan.

Fore End Framing

Shell at breaks.

Tank Top plating & Engine Seating.

Transverse O.T. bulkheads (2 sheets)

Upper Deck plating.

Centre Webs on transverse O.T. bulkheads

Reservoirs for Sea Inlets

Oil Fuel Bunkers.

Welding List

Main Deck Plating.

Poof Bridge & 7th Deck Plating.

Engine & Boiler Casings

Poof Bridge & 7th End Bulkheads

W.T. doors & coamings.

House on Poof Deck & Boat Deck Plating.

House on upper bridge deck & Nav. Bge Deck plating.

Cargo Hatches.

Steering Gear Seats.

Scuppers & Discharges

Bilge & Ballast Pumping at ends

Auxiliary Steering Gear.

Capacity Plan.

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, & upper bridge deck & houses above.

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 & deck.

Cruiser Stern; 1 deck & 2nd deck clear of cargo tanks, Wireless, Direction

Finder, Echo Sounding Service, Gyro Compass, Radar, Lloyds A.C.P., Oil Engine

Machinery aft. Part Electric Welded.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. COSSOR C.M.R. MARK II

State } Maker A.C. COSSOR, LD.

Name } and/or LONDON.

of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	52-1-14 ✓	52-0-14 ✓	46-0-0 ✓
	A.E.G.	A.E.G.	A.E.G.
	1420	1422	1341
	27-1-50	27-1-50	16-12-49

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99.0 ft., R.Q.D. — ft., Bridge 51.0 ft., Forecastle 46.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 184455 Signal Letters G.C.F.Y. Extreme Breadth over Belting — Over-all Length 489'-9" (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck & 2nd deck clear of cargo tanks, steel.

Parts of Bottom of Vessel coated with cement or approved composition Fore & after peaks, double bottom for water tanks 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, FERO WATER F11-21	25.0	30.0	Fore peak tank,	23.5	131
Double bottom, under Engines and Boilers, F20-21	20.0 O.F.	-	After peak tank,	16.0	81
Double bottom, under Engines only, COFFERDAM F21-30	22.5	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	31.5	419
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity	67.5	30.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6974. Date 19.5.48. Dates of Surveys held while building 1950 May 23 June 1.12.30.27 July 4.28.31 Aug 4.9.14.21.23 Sept 7.28 Oct 5.9.12.24.31 Nov 9.28 Dec 8.19.22.24.1951 Jan 4.8.15.16.22.24.30 Feb 1.5.9.13.15.16.19.22.23.28 Mar 1.5.6.9.12.13 14.15.16.19.20.21.22.23.24.28.29.30 Apr 2.3.4.5.6.10.11.12.13.16.17.19.20.23.26 May 29 June 25 Aug 1.9 Sept 7.14. Lloyd's Register Foundation Total No. of Visits 84