

## STEEL STEAMER or MOTORSHIP.

Received at London Office 8 AUG 1928

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

1.8.28

Port of

No. 83093

Survey held at *JARROW-ON-TYNE*

Date First Survey

4 Oct 1927

Last Survey

24 July 1928

On the (State if Machinery fitted Aft and

SINGLE SCREW MOTOR SHIP "BRITISH HONOUR" MACHINERY RET.

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

Full scantling oil carrier long framing

State Type of Erections

Post Bridge + Fenders

TONNAGE under Tonnage Deck

6458.00

CLASS *100 A1*

State if with freeboard as condition of Class

without

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

Total

6458.00

Gross Tonnage

6990.98

Register Tonnage

4173.87

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 440.0

Breadth (greatest moulded)

B 56.75

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

D 33.92

1st Longitudinal Number (L x D)

= 14925

2nd Numeral L x (B + D)

= 39895

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

Long framing

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

12.97

Do. Long Bridge to top of keel

Draught Moulded

26'6"

Built at *Jarrow-on-Tyne*Launched 7<sup>th</sup> March 1928 Yard No. 970Builders *Palmer's S.B. & Co. Ltd.*Owners *British Tanker Co. Ltd.*

Managers

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

Residence *London*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

all three

## 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			Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	57" x 50	
Frame Amidships, Angle, [ or [			" " top Angles	3 1/2 3 1/2 50	
" " Extends up to			" " bottom Angles	4 4 58	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 - 42	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	52	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		Tank top plating carried out to shell
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, [ or [			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or [	8 1/2 3 1/2 38		Tank Side Brackets, height above base line at toe of Frame and thickness		see plan - on transverse
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING. E Room		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	52	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars		Long framing see plans	Thickness of remainder in Holds	52	
STRENGTHENING OF BOTTOM FORWARD. State Particulars		Long framing as app'd double bottom in deep tank as app'd, shell plating as rule	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	oil engines
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [ or [		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [ or [		
Middle Line Keelson, on Floors, Angles, [ or [			Spacing		
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [ or [		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [ or [		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [ or [		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [ or [		
Solid Floors, thickness and spacing	40 24" spacing		Spacing		
" " Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, [ or [		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [ or [		
			Spacing		



## 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.
<b>PILLARS, No. of Rows.....</b>				
" in 'tween Decks, Size and Spacing.....				
" " " " "				
" in Holds " " "				
" " " " "				
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....				
Plating, thickness of .....				
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
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 .....				
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells...				
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 .....				
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness .....				
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....				
Plating, Sheathing, material and thickness ...				
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness ...				
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness ...				

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 .....	52½	.96	.76	.76		double	1"	4"	5	1½"	5½"	lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ..... 4....	2 @	.69	.69	.50	<i>Strakes in stern frame increased as rule</i>	double	7/8	3½"	4	7/8	3½"	"	
BILGE PLATING, No. of Strakes ..... 1....	2 @	.63	.63	.52		double	7/8	3½"	4	7/8	3½"	"	
SIDE PLATING, No. of Strakes ..... 3..		.68	.50	.47		double	7/8	3½"	3	7/8	3½"	"	
UPPER DECK, Sheer-strake in Wells.....	66	.84	.53	.47		-				4	1"	4"	"
UPPER DECK, Sheer-strake in Bridge ...		.98								5	1½"	5½"	"
STRAKE BELOW Sheer-strake in Wells.....		.84	.47	.47		double	1"	4"	4	1"	4"	"	
STRAKE BELOW Sheer-strake in Bridge ...		.84				double	1½"	4½"	4	1"	4"	"	
POOP SIDE PLATING .....				.40		single	7/8	3½"	2	¾	2½"	"	
BRIDGE SIDE PLATING ...		.42				single	7/8	3½"	2	¾	2½"	"	
FORECASTLE SIDE PLATING	50 ends		.42			single	¾	3"	1	¾	2½"	"	

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *11*

„ Deck next below *17 including those to upper deck.*

As per Rule *added as above*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plan to be noted.
<b>KEEL, Bar</b> .....		Plate keel		
<b>STEM</b> .....	Rolled	10 x 2 3/4		
<b>STERN FRAME</b> { Propeller Post .....	Forged	10 1/2 x 8 7/8 9 x 8 7/8	Friedrich Krupp.	
{ Rudder .....				
<b>RUDDER—A x D</b> .....	593			
<b>Speed of Vessel</b> .....	11 knots			
<b>RUDDER</b> mainpiece at head ...	Forged Steel	12 " 9 "	Notice Times S & P. Co.	
" " heel ...				
" how constructed .....	arm shrunk keyed.			
" double or single plate .....	single	1.12"		
" coupling, vertical or .....	horizontal			
" horizontal .....				

AFTER PEAK " " ..... 12 # 32 # 50  
 Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Dorman Long*  
*Consett, Bolckow Vaughan, South Durham, Pease & Partners*  
 STEEL. *open-hearth process.*  
 Has the Steel been tested as required by the Rules? *yes*



EQUIPMENT No. 41626-8										LETTER 67		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.	qrs.			
10874	1st Bower ...	80	0	14	stockless			59	0	0	0	722	Byers Improved Stockless	—	S'd. 17.3.28 J.H. Butler	
10893	2nd „ ...	72	2	14	stockless			55	5	0	0		“ “ “	—	S'd. 27.3.28 J.H. Butler	
10894	3rd „ ...	62	0	0	stockless			49	10	0	0		“ “ “	—	S'd. 29.3.28 J.H. Butler	
	Collective weight.	214	3	0								207				
3585	Stream .....	20	2	14	5	1	6	21	5	3	21	202	Rogers forged wire from	—	Crad. Hth. 28.3.28. Paul	

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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
1701	Fathoms. 300	Inch. 2 3/8	Tons. 101.5	Tons. 142.1	Owts. qrs. lbs. 847.2.14	Owts. 844 1/4		Fathoms. 300	Inch. 2 3/8	stand	—	Castiff 13.3.28 Jones	TOWLINE...	Fathoms. 130	Inch. 5 1/2	Tons. 88	Fathoms. 130	Inch. 5 1/2
on Stream Chain of Steel Wire	120	Cir. 5"	73					120	Cir. 5"				HAWSERS & WARPS	90	3 3/4	41	4.100	2 3/4
													"	90	3 3/4	35 1/2		
													"	90	3 3/4	30.7		
													2	90	3"	26.2		

Steering Gear, Steam	Hell-shaw Martineau Electric Hydraulic	Steering Gear, Hand	tackles to which
Boats	Hatched 20' x 6' 9" x 2' 7" 1 dunnage 16' x 5' 9" x 2' 6" 1 cutter 16' x 5' 9" x 2' 6"	Steering Chains, Size and Test	✓
Ceiling in Holds, thickness and material	None	Cargo Battens, thickness, material and spacing	3" x 3/4 Cape iron in fore hold
Cargo Hatchways. (Upper Deck)	0-T hatchways 6' x 4'	Thickness of Hatches	steel .66
Size of No. 1 Hatchway (Forward)	9' x 12'	No. 2	—
	For hold	No. 3	—
		No. 4	—
		No. 5	—
		No. 6	—
Number of Shifting Beams and/or Fore and Afters	30 steel cover, 5 angle stiffeners 5' x 3' x 40 1 web beam 10' x 30", 4 angles 3' x 3' x 40		
PALMERS SHIPBUILDING & IRON Co., Ltd.,			
Builder's Signature		George S. Williamson	

SHIPYARD MANAGER.			
GENERAL DECLARATION			
This vessel has been built in accordance with the approved plans, the Committee's instructions and the Society's Rules. The workmanship and materials are good and to my satisfaction. All main cargo tanks, summer tanks, cofferdams, diesel oil and fuel tanks, feed, fresh water ballast tanks have been tested by filling with water to rule head. All weather decks outside parts tested under pressure have been tested by hose flooding. The assigned freeboards have been marked on vessels' sides, verified and cut in.			
The vessel is framed longitudinally. The approved plans are in the London Office with first entry report on "British Ardour". The vessel is a duplicate of M.V. "British Loyalty" and as regards midship section is a duplicate of "British Freedom", "British Loyalty" + "British Ardour". Plans of sections as built is already in London office.			
Approved plans for these vessels are deemed to be returned here for use in completion of sister vessels.			

The amount of Entry Fee .....	£ 10 : 0 : 0	Fees applied for, EX AUG 1928	
Special Survey Fee ....	£ 562 3 : 3	Received by me, 29.8.28	
Travelling Expenses, if any £	11 : 0 : 0		
I am of opinion the Vessel should be Classed + 100 A1 carrying petroleum in bulk			
State whether the Vessel has been built under Special Survey		yes.	
IN DUPLICATE		Signature	
Certificate to be sent to Newcastle		Surveyor to Lloyd's Register of Shipping.	
Date of issue		29/8/28	

Committee's Minute	TUES. 14 AUG 1928
Character assigned	+ 100 A1 carrying Petroleum in Bulk
	Lloyd's aver
	+ L.M.C. 4.28 Oil Engines
	CL
	2 LB 150 lb.



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.)

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

1st Bower	48.0.24	W.H. Pin	52.2.0	M.B.	3488	13.1.28.
2nd "	43.0.0	W.H. Pin	47.3.0	R.W.F.	6635	9.12.27.
3rd "	36.3.0	W.H. Pin	40.2.0	J.L.	6852	9.3.28.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 167 ft., R.Q.D. ft., Bridge 34 ft., Forecastle 49 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 dks (stl)*

Official No. ; Signal Letters Is bottom of Vessel coated with cement *part* if not particulars of composition *cement fillet at seams butts in oil spaces, keels cemented, W. Ballast cemented*

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only, <i>engines water feed water</i>	82.5	253	Deep tank, aft,		
Double bottom, if under Boilers only, <i>boiler fuel oil</i>			Deep tank, forward,	40.5	25
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 253	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5210

Date 23.3.1927

Dates of Surveys held while building

1927. OCT. 4. 10. 13. 18. 21. NOV. 1. 3. 9. 28. DEC. 2. 11. 13. 14. 20. 21. 23. 28. 29. 30.  
1928. JAN. 4. 5. 6. 10. 11. 12. 13. 16. 17. 18. 20. 23. 24. 25. 26. 27. 30. 31. FEB. 1. 2. 3. 6. 7. 8.  
9. MAR. 2. 7. 19. APR. 15. 17. JULY 28. 29.

Total No. of Visits 5



M.V. "BRITISH HONOUR" Newcastle Report No 83093.

## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter. Inches.	
of <i>K, L or R</i> .....																		
Bridge 'tween Decks ...	6	3	.38	<i>Pop 6 1/2</i>	3	.32							<i>3/4</i>	<i>4 1/2</i>	<i>4 1/2</i>			
from Uppermost Continuous No. 1	7	3 1/2	.40	<i>F 6 1/2</i>	3 1/2	.38							<i>7/8</i>	<i>5 1/4</i>	<i>5 1/4</i>	7	7/8	
" 2	7	3 1/2	.40	<i>A 7</i>	3 1/2	.38							"	"	<i>5 1/4</i>	7	7/8	
" 3	7	3 1/2	.40	<i>F 6 1/2</i>	3 1/2	.39							"	"	<i>5 1/4</i>	7	7/8	
" 4	8	3 1/2	.35	<i>A 7</i>	3 1/2	.40							"	"	<i>5 1/4</i>	8	7/8	
" 5	8	3 1/2	.40	<i>F 7 1/2</i>	3 1/2	.51							"	"	<i>5 1/4</i>	10	7/8	
" 6	8 1/2	3 1/2	.38	<i>A 8 1/2</i>	3 1/2	.43							"	"	<i>5 1/4</i>	10	7/8	
" 7	8 1/2	3 1/2	.41	<i>F 8 1/2</i>	3 1/2	.40							"	"	<i>3 7/8 for 8 inch</i>	10	7/8	
" 8	8 1/2	3 1/2	.45	<i>A 9</i>	3 1/2	.44							"	"	"	10	7/8	
" 9	9	3 1/2	.40	<i>F 9 1/2</i>	3 1/2	.42							"	"	"	10	7/8	
" 10	9 1/2	3 1/2	.44	<i>A 9 1/2</i>	3 1/2	.46							"	"	"	10	7/8	
" 11	10	3 1/2	.44	<i>F 9 1/2</i>	3 1/2	.52							"	"	"	10	7/8	
Channel	12 x 37 1/2 x 3 1/2 x .525			<i>A 10</i>	3 1/2	.44							"	"	<i>3 1/8</i>	14	7/8	
"	15 x 41 x 4 x .62			<i>A 10 1/2</i>	3 1/2	.44							"	"	"	<i>(12)</i>	16 7/8	
"	"	"	"	TRANSVERSE									"	"	"	12	7/8	
"	"	"	"	BOTTOM FRAMING									"	"	"	12	7/8	
"	"	"	"	AT ENDS									"	"	"	12	7/8	
"	"	"	"										"	"	"	12	7/8	
Amidships	30" to 36"												"	"	"	12	7/8	
At Ends	as plan.												"	"	<i>4" throughout bottom in V&amp;B 1 inch</i>			
Tank Top Longitudinals																		
Bottom				TRANSVERSE FRAMING														
Longitudinals																		
Transverses.																		
Depth and Thickness	12 x 54 x 3 1/2 x .60																	
Face Angles	channel.												<i>3/4</i>	<i>3 3/4</i>				
Lugs to Shell*																		
Depth and Thickness	24/30 x .40																	
Face Angles	4" flange																	
Lugs to Shell* joggled	3 1/2 x 3 x .40												<i>7/8</i>	<i>4"</i>				
Depth and Thickness	42/51 x .46																	
Face Angles	5 x 3 x .46																	
Lugs to Shell* joggled	6 6 x .46												<i>7/8</i>	<i>4" - 2 complete rows</i>				
" " Back Bars																		
Brackets																		
Transverse Frames																		
if joggled or liners.																		
Pop																		
FCSTLE																		
Bridge Deck	6	3	.30	6	3	.30												
Exp. TRUNK	6 1/2	3	.35	A 6 1/2	3	.30												
Upper	6 1/2	3	.37	F 6 1/2	3	.30												
Second	7 1/2	3	.35	A 7 1/2	3	.36												
Third																		
Spacing.																		
In Ships.																		
As approved.																		
Plate.																		
Angles.																		
Transverse Beams.																		
Channel																		
Trunk																		
Plating																		
2 angles																		
2" DN																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.