

STEEL STEAMER or MOTORSHIP.

Received at London Office 23 JAN 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

Port of *Newcastle-on-Tyne*No. *82273*Survey held at *Jarrow-on-Tyne*Date First Survey *30th Dec 1926*Last Survey *5th Jan 1927*

1927

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *SINGLE SC. MOTOR VESSEL "BRITISH LOYALTY"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling, oil carrier*State Type of Erections *Poop, Bridge + Funnel*TONNAGE under Tonnage Deck... *6458.00* CLASS *100A1* carrying petroleum in bulk State if with freeboard as condition of Class *without*Built at *Jarrow-on-Tyne*Launched *27 Sep 1927* Yard No. *969*Builders *Palmers S.B. & I. 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

*Building and afloat.*Do. of space or spaces between Tonnage Dk. and Upper Dk.
Total *6458.00*
Gross Tonnage *6992.87*
Register Tonnage *4167.14*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 *12.91*
Do. Long Bridge to top of keelDraught Moulded *26'-6"*
Full Summer

REGISTERED DIMENSIONS.

Length *440.70*
Breadth *57.10*
Depth *33.90*

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 $\frac{1}{2}$ length to Collision bulkhead			" " Reversed Frame	<i>✓</i>	<i>✓</i>
" " in peaks			" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships <i>engine room</i>	<i>57" 50</i>	
Frame Amidships, Angle, [or [			" " top Angles <i>double</i>	<i>3 1/2 3 1/2 50</i>	
" " Extends up to			" " bottom Angles	<i>4 4 58</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>2 42</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>52</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>tank top plating carried out to shell</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or [			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle, [or [	<i>9 3 1/2 38</i>	<i>app^d 8 1/2 x 3 1/2 x 38</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>see plan - on transverse</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	<i>52</i>	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Long. framing - see plans</i>		Thickness of remainder in Holds <i>Engine room</i>	<i>52</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Long. framing as app^d double bottom in deep tank as app^d shell plating as rule</i>		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?	<i>yes</i>	
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. <i>For deep tank</i>	<i>40 27" spacing</i>		Poop Deck, Angle, [or [
Solid Floors, thickness and spacing <i>in engine space</i>	<i>42 27 1/2 spacing</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or [
			Spacing		

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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.....			Stringer Plate, breadth and thickness in way of Bridge <i>mach</i>	72" 48"	
" " in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells	44" ✓	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" " " " "			Thickness of Plating within line of openings...	✓	
" " " " "			If Sheathed, material and thickness	✓	
Centre Line Bulkhead. BA			Third Deck.		
Stiffeners and Spacing.....	7 x 3 x .33 10 x 3 1/2 x .50 30' space ✓		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	.43 to .55"		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	83 1/2 x .63 ✓		If Plated, state thickness		
" " " " " in way of Bridge	83 1/2 x .73 ✓		Poop Deck.		
" Angle in Wells	6 6 .66		Stringer Plate, breadth and thickness	90 .32	
Thickness of Plating abreast Deck openings } in way of Wells .....	.55 ✓		Plating, Sheathing, material and thickness ...	.32 ✓	.26 in way of sheathing of 23'
Thickness of Plating abreast Deck openings } in way of Bridge .....	.55 ✓		Bridge Deck.		
Thickness of Plating within line of openings...	.55 ✓		Stringer Plate, breadth and thickness.....	41 1/2 .42	
If Sheathed, material and thickness	<i>Pril 2 1/2" in accommodation -</i>		Plating, Sheathing, material and thickness ...	.26 ✓ 2 1/2" fine sheathing	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	72 3/4 .44 ✓		Stringer Plate, breadth and thickness.....	72 .36	
			Plating, Sheathing, material and thickness ...	.26" + 3" Pril sheathing	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL	52½	.96	.76	.76		double	1"	4	5	1½	5½	lapped	
" DBLG. (if any)	-	✓	✓	✓									
BOTTOM PLATING, No. of Strakes .....4....)	22	.69	.69	.50		double	7/8	3½	4	7/8	3½	"	
BILGE PLATING, No. of Strakes .....1....)		.68	.50	.52		double	7/8	3½	4	7/8	3½	"	
SIDE PLATING, No. of Strakes .....3....)		.60	.47	.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	50 end .42			.40		single	7/8	3½	2	¾	2⅝	"	
BRIDGE SIDE PLATING ...	.42					single	7/8	3½	2	¾	2⅝	"
FOREC'TLE SIDE PLATING			.42			single	¾	3	1	¾	2⅝	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)		11				
" Deck next below		17 including those to upper deck				
As per Rule		appd as above				
		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		Summer tanks 34	3A 7x3x31	2'-6"	3A 6x3x34	2'-10"
" " Second "		34x36	web		7x3x34	
" " Third "					7x3x46	2'-6"
" " Holds		37-51	2 webs		9x3x3x147	
COLLISION " (in Hold)		35-52	Clamp locker		6x3x32	2'-6"
AFTER PEAK " "		30-50	5x3x40 12x3x50	2'-10 1/2"	7x3x34	Flat.
KEEL, Bar						Plate keel
STEM						Rolled 10x2 3/4
STERN FRAME { Propeller Post						10 1/2 x 8 7/8
{ Rudder "						9 x 8 7/8
RUDDER—AxD						593
Speed of Vessel						11 knots
RUDDER mainpiece at head ...						Forged steel 12"
" " heel ...						Victoria-VITKOVICE
" how constructed						arms shrouns & stays
" double or single plate						single 1/2"
" 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)

Bolckow Vaughan South Durham 'Please & Warners'
open hearth process'

Has the Steel been tested as required by the Rules?

yes ✓

Dorman Long, Consett,

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EQUIPMENT No. 41627 ✓												LETTER 6+		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.			
30356	1st Bower ...	79	3	14	—	—	—	58	10	0	0	72½	Byno Improved Stakes		Sold 27.9.27. Butler
30362	2nd „ ...	72	3	0	✓	—	—	55	5	0	0		“ “ “		“ 29.9.27. “
30364	3rd „ ...	62	0	0	✓	—	—	49	10	0	0		“ “ “		“ 30.9.27. “
	Collective weight.	214	2	14	✓							207			
30327	Stream	20	2	14	✓	5	1 7	21	5	3	21	20½	Forged Wrought Iron.		“ 14.9.27. Parsons.

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.	Statu- tory.	Break- ing.	Supplied.			Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
40685	300	2 3/8	10 1/2	142 1/2	844.1	7		844 1/4	300	2 3/8	Steel link open link		bradley 29.9.27 Paul	TOWLINE	130	5 1/2	88	130	5 1/2		
15419	3-3 link attachments each 3'-8" Cir.															HAWSERS & WARPS	8-55	2 3/8	41	4-100	2 3/4
Iron Stream Chain or Steel Wire																					
	120	5"		73					120	5"											

Steering Gear, Steam *Hell-Shaw, Mantona Electric Hydraulic* Steering Gear, Hand *tackles to winch*

Boats *4 steel 20' x 6' 9" x 2' 7"* Steering Chains, Size and Test ☒ Windlass *Steam, Clarke Chapman*

1 dumpy 16' x 5' 9" x 2' 6"

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *3 x ¾ cipe iron in fore hold*

Cargo Hatchways.—(Upper Deck) *0-7 hatchways 6' x 4'* Thickness of Hatches *steel .60*

Size of No. 1 Hatchway (Forward) *9' x 12'* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *30 steel cover with 5 angle 5 ft x 3 x 40*
1 web 10" x 30 with 4 angles 3 x 3 x 40

Builder's Signature *D. J. Donald* 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 Cargo tanks, cofferdams, Diesel oil & fuel tanks, feed fresh water and 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 built on the longitudinal system of framing. The approved plans are forwarded herewith. It is desired that they be returned as soon as possible for use in surveying sister vessels. A print of midship section as built - has already been forwarded for preparation of certificates*

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 27 JAN 1928

Special Survey Fee.... £ 562 : 4 : 9 Received by me, 26.1.28

Fbd Travelling Expenses, if any £ : : *yes*

State whether the Vessel has been built under Special Survey *yes* Signature *D. J. Donald* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Newcastle* Date of issue *31/1/28*

Committee's Minute *TUES. 31 JAN 1928*

Character assigned *+ 100 A1. Carrying Petroleum in Bulk*

Lloyd's A & CP *+ 2 HRC 1.28 C.L.* *Oil Engines* *2 & B. 150 lb.*

W. H. M. R.

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The Surveyors are requested not to write on or below the Committee's Minute.

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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.)

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

1st Bower	WT 46-3-14. Including pin, 51-1-7. K.H.	Dusseldorf 4853, 30, 8, 27.
2nd "	WT 41-1-6. " " 45-1-7. K.H.	" 4836, 30, 8, 27.
3rd "	WT 36-3-21. " " 40-1-14. K.H.	" 4845, 30, 8, 27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.5 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 (all)*

Official No. 149977 ; Signal Letters _____ Is bottom of Vessel coated with cement _____ if not give

particulars of composition *all complete cement fillets at seams & bolts. Planks Cemented, 11 Ballast cemented.*

PARTICULARS OF WATER BALLAST.—

Water capacity of all 513 tanks in machinery room

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22.0	136
Double bottom, under Engines and Boilers,			After peak tank,	12.0	93
Double bottom, if under Engines only, <i>cooling water, feed water, lubricating oil, boiler feed oil</i>	82.5	253	Deep tank, aft,	40.5	254
Double bottom, if under Boilers only,			Deep tank, forward,		
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. 5204

Date 15.3.27.

Dates of Surveys held while building

1926 DEC. 30. 1927 JAN. 6. 13. FEB. 4. 7. 9. 15. 22. MAR. 8. 10. 17. 18. 21. 29. APRIL. 11. 14. 19.
MAY. 4. 9. 18. 25. 30. JUNE. 2. 6. 14. 27. JULY. 5. 8. 19. 27. AUG. 9. 12. 16. 17. 18. 19. 22. 23.
24. 25. 26. 29. 30. 31. SEP. 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 27.
1928 OCT. 14. 18. 19. DEC. 2. 5. 6. 14. JAN. 5

Total No. of Visits 69.

Motor Vessel "BRITISH LOYALTY" NWC REPORT No 82273
PARTICULARS OF LONGITUDINAL FRAMING.

Rpt. 1*.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Buckets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter.
Framing of L or B		6	3	38	6 1/2	3	32	as built			as built			3/4	4 1/2		
Frames in Bridge 'tween Decks ...		7	3 1/2	40	7	3 1/2	38	as built			as built			7/8	5 1/4	7	7/8
Frames from Uppermost Continuous Deck		7	3 1/2	40	7	3 1/2	38	as built			as built			"	"	"	"
No. 1		7	3 1/2	40	7	3 1/2	38	as built			as built			"	"	"	"
" 2		7	3 1/2	40	7	3 1/2	38	as built			as built			"	"	"	"
" 3		7	3 1/2	40	7	3 1/2	38	as built			as built			"	"	"	"
" 4		8	3 1/2	35	8	3 1/2	35	as built			as built			"	"	8	"
" 5		8	3 1/2	40	8	3 1/2	40	as built			as built			"	"	10	"
" 6		8 1/2	3 1/2	38	8 1/2	3 1/2	38	as built			as built			"	"	"	"
" 7		8 1/2	3 1/2	41	8 1/2	3 1/2	41	as built			as built			"	"	"	"
" 8		8 1/2	3 1/2	45	8 1/2	3 1/2	45	as built			as built			"	"	"	"
" 9		9	3 1/2	40	9	3 1/2	40	as built			as built			"	"	"	"
" 10		9 1/2	3 1/2	44	9 1/2	3 1/2	44	as built			as built			"	"	"	"
" 11		10	3 1/2	44	10	3 1/2	44	as built			as built			"	"	14	"
channel		12	3 1/2	52 1/2	12	3 1/2	52 1/2	as built			as built			"	"	12	16
13 to 21 channel		13	4	62	13	4	62	as built			as built			"	"	12	"
" 14		"	"	"	"	"	"	as built			as built			"	"	12	"
" 15		"	"	"	"	"	"	as built			as built			"	"	12	"
" 16		"	"	"	"	"	"	as built			as built			"	"	12	"
Spacing of Longitudinal Frames		Amidships			At Ends			as built			as built			4" throughout bottom in No 1 tank			
Double Bottoms		Tank Top Longitudinals			Bottom			as built			as built						
Spacing of Longitudinals		Amidships			At Ends			as built			as built						
Transverses.		In Bridge			In 'tween Decks			In Hold.									
Depth and Thickness		12" x 54 x 3 1/2 x 60			24" x 30" x 40			42" x 51 x 46			20" x 35 x 50			3/4 3 3/4			
Face Angles		Channels			4" flange			5 3 46			6 6 46			7/8 4"			
Lugs to Shell		as built			as built			as built			as built			7/8 4" two rows			
Spacing of Transverse Frames		as built			as built			as built			as built						
Bridge Deck		6 3 30			6 3 35			7 1/2 3 35									
Upper		6 3 37															
Second																	
Third																	

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.

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