

**COPY**

MEMORANDUM OF TELEPHONE MESSAGES FROM MR. JERMAN,  
HUGHES BOLCKOW ON 24TH, 25TH AND 27TH MARCH, 1944.

Tanker "BRITISH PROGRESS" lying at Dunston  
Newcastle Report No. 101669

This vessel damaged by enemy action in the Machinery Space was surveyed in drydock at the Middle Docks on 15th and 16th November 1943 and has since been laid up at Dunston pending a decision as to effecting permanent repairs or otherwise.

It is stated that the vessel has been declared a constructive total loss and sold for demolition to Metal Industries for whom Hughes Bolckow are acting. It is requested that a certificate be issued by L.R. covering the voyage under tow from Dunston to Rosyth.

(Captain West representing the War Risks Department confirms the sale)

Mr. Murray Taylor, Salvage Expert from Scapa is coming to the Tyne and in company with Mr. Jerman will call at this Office at 10.0 a.m. on Thursday, 30th instant. It is requested that the Surveyors who examined the ship in drydock might accompany them to Dunston and the Ministry of War Transport is also being invited to attend to discuss recommendations and voyage preparations.

Any necessary work will be effected at Dunston by workmen from Messrs. Hughes Bolckow but it is considered by Mr. Jerman that no patching would be possible as the vessel is not to drydock again.

The 2nd Engineer now on board is familiar with the vessel and her condition when she arrived in the River Tyne.

It is proposed that a single tug will tow the vessel from Dunston to Rosyth, with a single tug at the Stern for steering only in the River Tyne and the Firth of Forth; signals will be displayed indicating that the vessel is under tow.

In all probability a runner crew of 9-12 men will be on board for the voyage. The lifeboats, anchors and chains will remain on board until the vessel arrives at her destination and there is already on board an Admiralty Diesel Pump for emergency purposes.

The local agents of the British Tanker Co. confirm that the vessel was taken over by the Under-writers as a constructive total loss for subsequent disposal.



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