

COPY.

Lloyd's Register of Shipping.



Port NEWCASTLE-on-TYNE.

31st March, 1944.

This is to Certify that

N.O. TURNBULL and A.A. MOIR,

the undersigned Surveyor to this Society did at the request of

Messrs. Metal Industries Ltd., attend on board the Tanker "BRITISH PROGRESS", 4581 tons gross register of London, as she lay afloat at Dunston, on the 30th March, 1944, for the purpose of ascertaining the nature and extent of the provisions necessary to prepare the vessel for the passage, as a hulk under tow and in ballast condition, from Dunston to Rosyth for demolition.

This vessel, which has received severe damage from enemy action in way of the machinery space, after cofferdam and oil fuel bunkers and completely incapacitating the machinery, boilers and main steering gear, was previously examined in dry dock, at the Middle Docks & Engineering Co., Ltd. in November last, following which she was declared a Constructive Total Loss.

From the examination in dry dock and the Survey now held afloat, we are of the opinion and will submit a report to the Committee of Lloyd's Register of Shipping stating that, subject to the undernoted recommendations being carried out to the satisfaction of the Society's Surveyors and being finally inspected by them before sailing, she would be capable of undertaking the voyage contemplated, as a hulk under tow in ballast condition, from Dunston to Rosyth for demolition purposes.

RECOMMENDATIONS:-

- (1) All openings in weather decks and in bulkheads of erections to be suitably closed.
- (2) The rudder being suitably secured for the voyage.
- (3) Plugs and covers being fitted to ventilators and air pipes where not already fitted.
- (4) Motor life boats and any loose gear being removed or suitably secured in position.
- (5) Life saving appliances, lights and signals and suitable fire-fighting appliances being supplied to Ministry of War Transport requirements.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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Tanker "BRITISH PROGRESS".

31st March, 1944.

RECOMMENDATIONS (Contd.) :-

- (6) Loose water being removed, as far as practicable, from fore and aft peak tanks, fore deep tank, forward cofferdam, pump rooms and all main cargo and summer tanks, excepting Nos. 1, 2 and 3 from forward which are being used for water ballast and trimming purposes.
- (7) Suitable provision being made for connecting flexible steam pipe from tug to winless steam line for use of winless in case of emergency.
- (8) The existing equipment of anchors, cables, ropes etc. remaining on board until the vessel arrives at her destination.

A. S. Turnbull. *A. S. Turnbull*

SURVEYORS TO LLOYD'S REGISTER OF SHIPPING,  
NEWCASTLE-ON-TYNE.



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