

RECEIVED

Rpt. 1

27 APR 1950

IN D.O.

STEEL STEAMER OR ~~MOTORSHIP~~

Received at London Office 26 APR 1950

State if Report has been sent on the Freeboard of the Vessel Ministry of Transport Assignment.State if Report is sent on the Machinery of the Vessel YES TO FOLLOW (IN PREPARATION).Date of completion of report 9 SEP 1949 Port of SOUTHAMPTON No. 20210Survey held at Southampton Date First Survey 17 FEB Last Survey 10 JUNE 1949On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Steamship "ISLE OF SARK"State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) Flush deck vessel State Type of ErectionsTONNAGE under } 1127 CLASS Contemplated State if with freeboard } Built at Dumbarton 1932Do. of space or spaces } between Tonnage Dk. } Launched ✓ Yard No. 1257Total } Gross Tonnage 2188 Builders W. Denny & Bros. Ltd.Register Tonnage 831 Owners British Transport CommissionManagers ✓ (Where necessary to be entered in Reg. Book)Residence ✓Port of Registry Southampton

If surveyed while building, afloat, or in dry dock

Afloat & in dry dock.

REGISTERED DIMENSIONS.

FEET

Length 296.7
Breadth 42.1
Draught 13.9CLASS Contemplated State if with freeboard } as condition of Class }Length from fore part of stem to } 294.0 }
post on summer L.W.L. See Sec. 3 (1a)Breadth (greatest moulded) } 42.0 }Depth, at middle of length from top of keel to top } 16.0 }
of beam at side of uppermost continuous }
deck. See Sec. 3 (1c)

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

Framing Depth "d," at middle of length. See }
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con- }
tinuous deck to top of keel }Do. Long Bridge to }
top of keel }Draught Moulded 12.19

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.
Spacing amidships	24	✓	Bracket Floors, Frame	-	
from 1/2 length amidships to Collision bulkhead	THROUGHOUT	✓	Reversed Frame	-	
in peaks			Vertical Struts	-	
FRAMING.			Centre Girder, depth and thickness amidships	30 375 30 50 BR.	
Amidships, Angle, E or F	7 3 46	✓	top Angles	3 3 30 375 50 E & B	
Extends up to	TO UPPER DECK	✓	bottom Angles	4 4 37 625 E & B	
Frame Amidships, Angle	NONE	✓	Side Girders, No. each side and thickness	ONE 375 50 BR.	
Extends up to	-		Margin Plate depth (excl. of flange) and thickness	18 30 35 ER. 40 BR.	
of Framing Girder	7	✓	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 35 40 BR.	
in Uppermost Continuous 'tween Decks, Angle, E or F	4 2 1/2 30	✓	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	12 x 12 GUSSET PLATES EVERY 2ND FR. IN E & B SPACES - EVERY 3RD. ELSEWHERE.	
Second 'tween Decks, Angle, E or F	-		Gussets, spacing and scantling abaft 1/2 len. from stem		
Third	-		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
from 1/2 len. for'd. to 15% len. from Stem	5 3 30	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	43 30 35 ER. 40 BR.	
in Peaks, Angle or E	5 3 30	✓	INNER BOTTOM PLATING.		
Frame and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake	40 30 35 ER. 42 BR.	
Frame Joggled	YES	✓	Thickness of remainder in Holds	30	
scantlings and arrangements in the Area in accordance with the Rules as approved?	YES	✓	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	
scantlings and arrangements in way of Bottom Forward in accordance with Rules and/or as approved?	YES	✓	BEAMS.		
BOTTOM. AFT OF E.R. BHD. 41 AND IN DEEP TANKS.			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	6 1/2 3 34 @ 48	
Depth and thickness at mid-line in Holds	18 40 IN TANKS 18 30 AFT RISING TO 46 HIGH		in way of Bridge, Angle, E or F	5 2 1/2 30 AND 4 2 1/2 30 @ 24	
Height of Brackets at side above base line at toe of frame	AT AFT PEAK TANK. LEVEL TOPS.		Spacing	ELSEWHERE.	
Line Keelson, on Floors, Angles, E or F	4V 3 37 DOUBLE		LOWER DECK, FWD. CARGO SPACE		
Through Plate or Inter-costal Plate	35		Second Deck, amidships, Angle, E or F	5 3 32	
Foundation Plate on Floors	12 35 R & S.		Spacing	48	
Flat Plate Keel Angles	4 4 37		PROM. DECK		
Keelsons, No. each side	ONE 5'-0" FROM C.L.		Third Deck, amidships, Angle, E or F	6 3 40	
thickness of Inter-costal Plate	30 FLANGED TO SHELL		Spacing	48	
Angles ON FLOORS	4 2 1/2 30		PROM. DECK FWD.		
BOTTOM.			Fourth Deck, amidships, Angle, E or F	6 1/2 3 34	
Solid Floors, thickness and spacing	30 24 375 ER. 50 B.R.		Spacing	48	
Are Frame and Reversed Frame joggled?	YES		Prom. aft		
Bracket Floors, breadth and thickness at middle line	NONE		Poop Deck, Angle, E or F	6 3 32	
breadth and thickness at margin plate	-		Spacing	48	
			BOAT		
			Bridge Deck, Angle, E or F	4 2 1/2 26	
			Spacing	48	
			Forecastle Deck, Angle, E or F		
			Spacing		

ANCHORS.

Serial Number of Plate Certificate.	Anchors.	EQUIPMENT NO.												LETTER				ANCHORS.	
		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 55.			Description of Anchor.		Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.		Cwts.						
	1st Bower																		
	2nd "																		
	3rd "																		
	Collective weight																		
3976	Stream	10	0	16	2	3	0	12	2	0	21			IRON STOCK	NOT KNOWN	ORADLEY HEATH			

HAWSERS AND WARPS.

[illegible]

Steering Gear, Type (Power or hand) Browns Patent Steam Tiller ✓ Alternative Means of Steering Hand direct

Steering Chains (Size and Test) - Windlass Steam ✓ Boats 8 wood

Deiling in Holds, thickness and material 6 x 2½ W.P. Cargo Battens, thickness, material and spacing 6x1½ WP @ 9"

Cargo Hatchways.—(Upper Deck) 2 IN No. ✓ Thickness of Hatches 2½" WOOD. FORE & AFT.

Size of Hatchways No. 1 (Fwd.) 16'-0" x 10'-0" No. 2 12'-0" x 10'-0" No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____

Number of Shifting Beams } BEAMS 4'-0" APART.
and/or Fore and Afters }

Builder's Signature.

RIVETING.

[illegible]

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel		COLLISION BHD TO PROM. DK. W.T.			
Extending to Upper Deck (Sec. 3 c)		12 BHDS. TO UPPER DK. - 11 W.T.			
Deck next below		2 W.T.			
As per Rule					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'D, Upper 'tween decks	•20	6 x 3 x 34	✓		
" " Second "	to	5 x 3 x 30	✓ 24 to		
" " Third "	•30	5 x 3 x 30	✓ 30		
" " Holds		4 x 2 1/2 x 25	✓		
COLLISION	(in Hold)				
AFTER PEAK					

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **NOT KNOWN.**

STEEL.

Has the Steel been tested as required by the Rules?

The amount of Entry Fee..... £ : : } Fees applied for, 19
Special Survey Fee..... £ : : } Received by me, 19
Travelling Expenses, if any £ : : }

(Special notations, where part of class, to be stated.)
with freeboard. "For English Channel Service"

I am of opinion the Vessel should be Classed **A-**

State whether the Vessel has been built under Special Survey **NOT BUILT UNDER SURVEY.**

Certificate to be sent to *Southern* Date of issue *3/5/51*

Committee's Minute **FRI, 16 JUN 1950**

Character assigned *all minute on*
Sen 20284

CLASSIFICATION
WRITTEN

CLASSIFICATION
CERTIFICATES WRITTEN.

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Lloyd's Register
Foundation

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.)

The freeboards amidships as assigned by the Ministry of Transport, from a line $2\frac{1}{2}$ " above the steel upper deck are as below:—

FRESH WATER $3'9\frac{1}{4}"$ below = 4" above Centre of Disc.
SUMMER $4'1\frac{1}{4}"$ "

The following approved plans are forwarded. :-

1. Midship Section
2. Main Deck.
3. Lower Deck.
4. Promenade Deck.
5. Rigging.

EQUIPMENT :

No test certificates are at present available for the two Bower anchors, one of which is a "Byers" type stockless, stamped :- LPH-BC, 21455. 26 = 41, 30.15.2.14. B and the other a "Baldt" pattern stockless, the markings of which are not discernible.

IT IS SUBMITTED that the assignment of the Figure 1 be deferred until the "Baldt" type anchor has been further examined for evidence of tests, and weighed at next drydocking.

Geo. Smart

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book

Cruiser Stern. Fitted for oil fuel.

DE. ESD. Radar.

"For English Channel Service"

RADAR Equipment (State if fitted) **Yes.**

State Type or Pattern No. **Admiralty Type 268.**

State } Maker
Name } and/or
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 "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge **147** ft., Forecastle —

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. **161741** Signal Letters **GTSR** Extreme Breadth over Belting **45.0** Over-all Length **306.0**
(Circ. 1611) (Circ. 1703)

No. and Material of Decks **Two decks.**

Parts of Bottom of Vessel coated with cement or approved composition **The inner surface of the bottom, including double bottom under boilers is cement washed.**

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, etc. DISTILLED WATER	$\times 2.0$	$\times 10.3$	Fore peak tank,	$\times 15.0$	$\times 17.5$
Double bottom, under Engines and Boilers, RES. FEED	$\times 18.0$	$\times 32.0$	After peak tank, UPPER.	$\times 12.0$	$\times 47.0$
Double bottom, if under Engines only, AFTER BLRS.	$\times 22.0$	$\times 43.5$	Deep tank, aft, AFTER PEAK LOWER	$\times 22.0$	$\times 26.0$
Double bottom, if under Boilers only, FWD. BLRS.	$\times 38.0$	$\times 64.0$	Deep tank, forward, FW. TANK	$\times 8.0$	$\times 38.0$
Double bottom, forward,	$\times 22.0$	$\times 10.5$	Other tanks, if fitted,		
Total length (if continuous) and Capacity.	$\times 110.0$	$\times 173.3$	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

17



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Total No. of Visits