

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

### (CONDITIONS OF ASSIGNMENT.)

 Index No. **22591**  
 (For London Office only)

 Ship's Name **'ISLAND COMMANDER' (ex. S.S. 'Andrew Kelly')** Port of Survey **Vancouver, B. C.**

 Official Number **134 745**

Surveyor's Signature

**H. B. Gill**

and

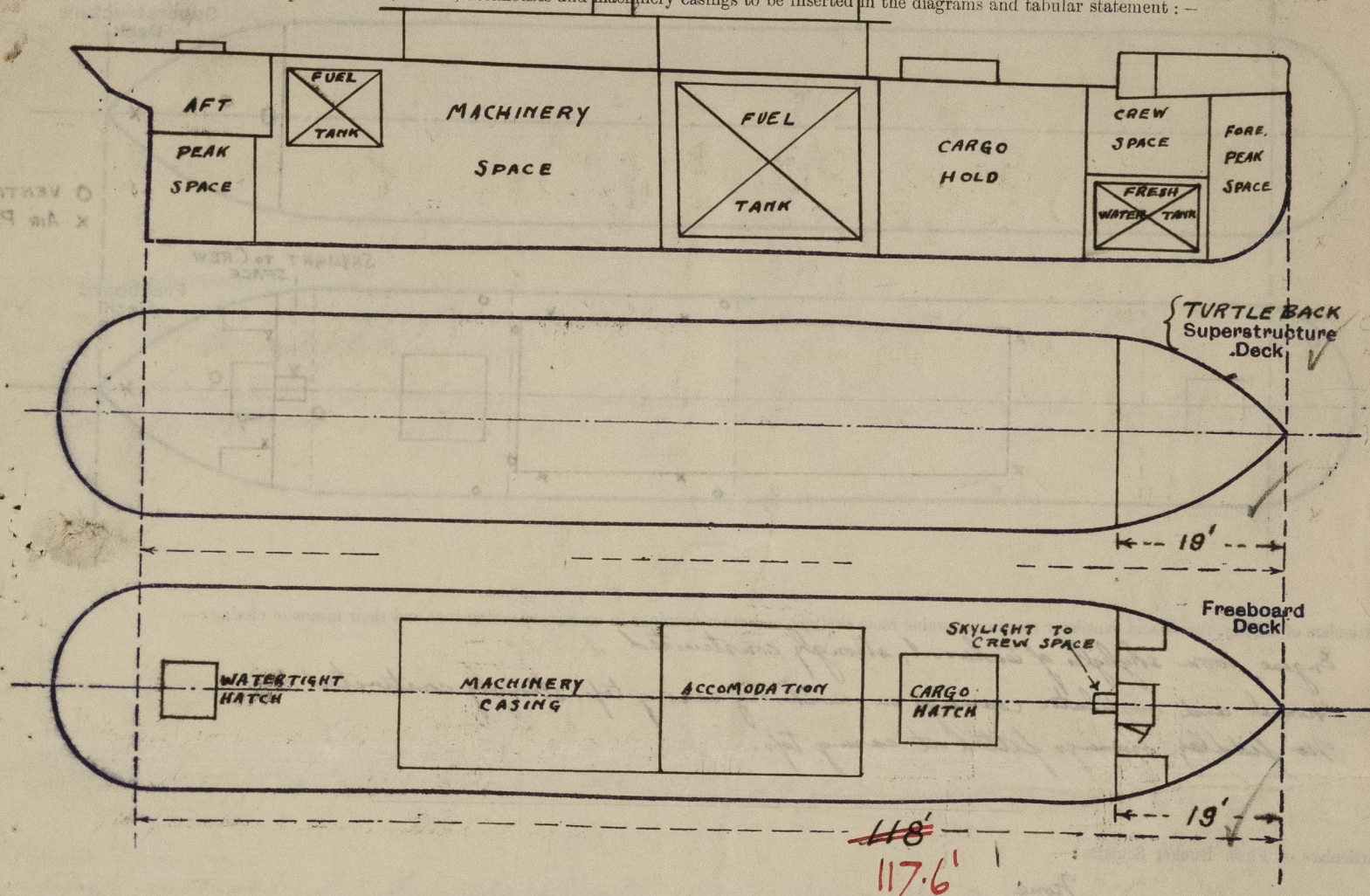
**M. J. James**

 Nationality and Port of Registry **British - Vancouver, B. C.**

Date of Survey

**November, 1941.**

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...								
Forecastle Bulkhead ...	✓	.25	3x9/8 flat bar E.W. to plating	✓ 24"	Continuous E.W.	P 5'-3 x 2'-6 S. 5'-9 x 3'-1	Nil	6'-3 outside 6'-10 inside
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard ...	15" x 3/8"	.31	3x2 1/2 x .31	24" ✓	Bolted at both ends	4'-6 x 1'-10	1'-6	7'-0"
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

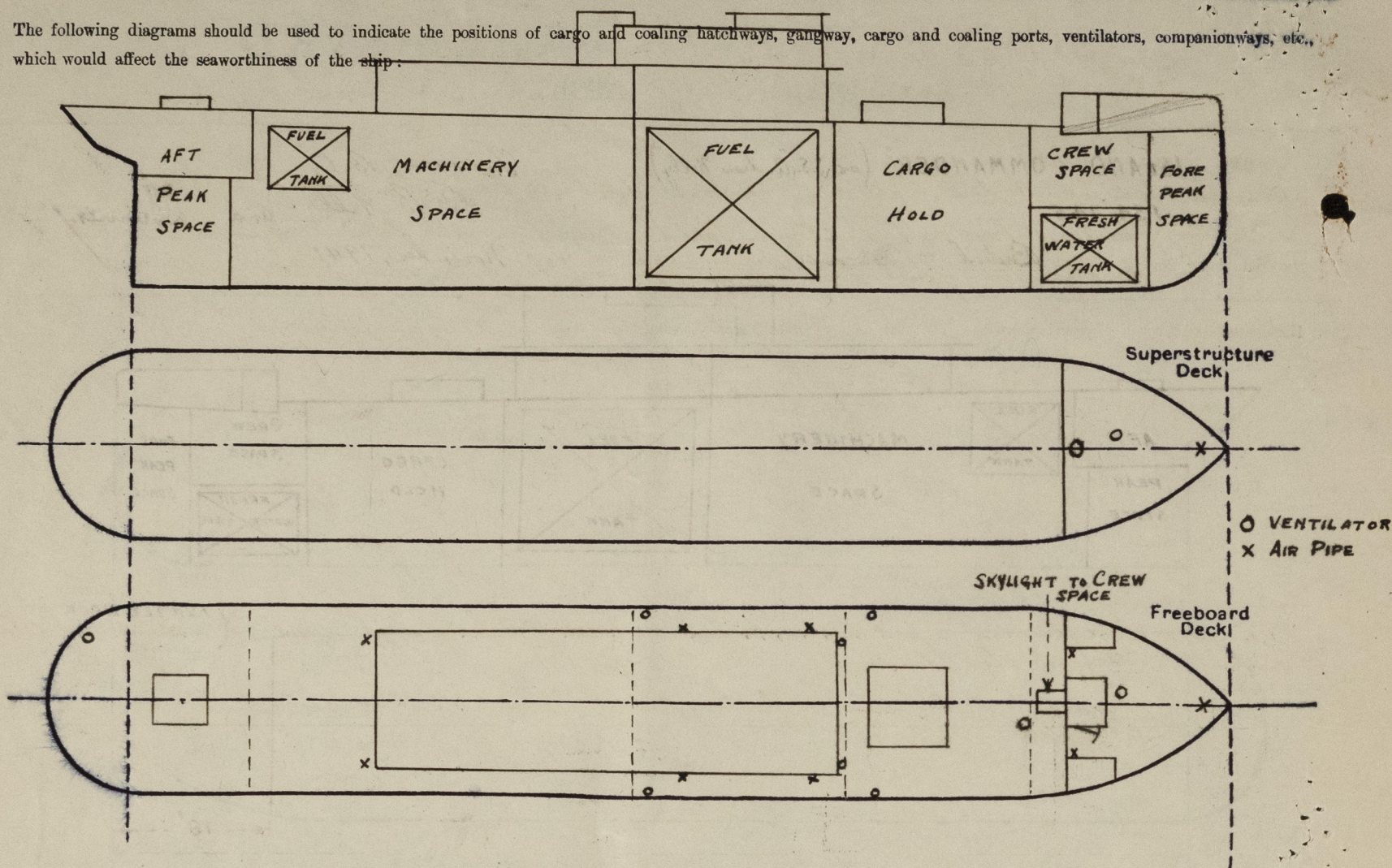
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	
Forecastle Bulkhead ...	
Exposed Machinery Casings on Freeboard ...	Open fore-castle - no closing appliances ✓
Exposed Machinery Casings on Superstructure Decks ...	Hinged solid teakwood doors, 2" thick, 4'-6 x 1'-10 x 1'-6 high sill, manipulated from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship.



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Engine room skylight of teakwood, strongly constructed.  
Funnel and ventilator coamings on machinery casing top, strongly constructed.  
No fiddle openings fitted at casing top.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

In crew space forward:— 3'-4" long x 2'-6" wide x 6'-8" high, efficiently constructed of steel. Extends from freeboard to forecastle deck. Access opening 4'-10 1/2" high x 1'-10" wide x 1'-6" high sill on starboard side with steel hinged door, manipulated from both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

On Forecastle Deck:— 1 coal vent. to crew companion 7 3/4" dia. x 18" coaming x .15" thick  
1 coal vent. to crew space 7 3/4" dia x 18" coaming x .15" thick  
On Upper Deck:— 1 coal vent. to cargo hold 5 5/8" dia x 36" coaming x .325" thick. efficiently stayed to mast.  
2 gooseneck type vents to cargo hold 3" dia. x .216" thick x 21" coaming  
2 gooseneck type vents to main fuel tank space 3" dia x .216" thick x 17" efficiently stayed at deck  
2 gooseneck type vents to main fuel tank space 4" dia x .131" thick x 53" efficiently stayed to deck house  
1 gooseneck type vent. to after peak space 3" dia x .216" thick x 16"  
All ventilators fitted with wood plug and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

On forecastle deck - to fore peak space - 1 - 1 1/2" dia, opening 8" above deck, fitted with wood plug.  
On upper deck - to fresh water tank - 1 port + 1 starboard - 2 1/2" dia., opening 70" above deck.  
to main fuel tank - 2 port + 2 starboard - 4" dia., opening 69" above deck.  
to after fuel tank - 1 port + 1 starboard - 4" dia., opening 68" above deck.

Stays closing appliances

Particulars of Gangway Cargo and Coaling Ports:—

None

Particulars of Scuppers and Sanitary Discharge Pipes:—

2" scuppers from forecastle deck, 1 port and 1 starboard, fitted with bronze stem valve at ship's side.  
4" sanitary discharge from crew's lavatory in forecastle, bronze stem valve fitted at ship's port side only.  
4" sanitary discharge from officer's lavatory amidships, with bronze stem valve fitted at ship's starboard side only.

Particulars of Side Scuttles:—

4 in crew space forward, 2 port and 2 starboard, below freeboard deck, each 10" diameter, and strongly constructed with cast steel deadlight.  
In machinery casings and deck house on freeboard deck, 14" dia. and 10" dia. strongly constructed with portable steel deadlight.

Vertical distance of Sill of lowest Side Scuttle above top of keel Side scuttles fitted below freeboard deck forward only.  
Vertical distance of sill of lowest side scuttle, 19'-0" aft of F.P. is 11 ft 10 3/8 inches above top of the keel.

Particulars of Guard Rails:—

Strongly constructed steel bulwarks efficiently stayed fitted continuously around freeboard deck.  
On forecastle deck - iron stanchions 38" high with three rails. Stanchions spaced 4'-7 1/2" apart.

Particulars of Gangways, Lifelines, etc.:—

Provision made for rigging lifelines on each side of the ship between the machinery casings and the forecastle.

## Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	Continuous from forecastle bulkhead to stern 112 ft.	2'-4"	3'-0" x 1'-0"	7	21 Sq. ft.	22
Forward Well	...	...	...	...	...	...

State position of each freeing port TO FWD EDGE (F. and A. position and height above deck edge)  
After Well:— From forecastle bulkhead - 12'-7 1/2", 29'-7 1/2", 41'-7 1/2",  
Forward Well:— 5'-4"-2" 64'-5 1/2", 71'-7", 88'-7"  
Height above deck edge 4 3/4 inches.  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Steel hinge balance type shutters.  
Additional area where sheer is less than standard.



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway	...	Forward Cargo Hatch	Hatch to after peak space	Skylight for crew space					
Dimensions of Hatchway	...	6'-7 1/2" X 5'-11 1/2"	3'-1" X 2'-11"	3'-1 1/2" X 2'-0 1/2"					
COAMINGS	Height above Deck	18"	12"	15 1/2"					
	Thickness	.31"	.38"						
	Stiffeners	✓	✓						
	Brackets, Stays	✓	✓						
HATCH BEAMS	Number	None	None						
	Spacing								
	Scantling and Sketch								
	Bearing Surface								
FORE AND AFTERS	Number	None	None						
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
HATCH COVERS	Material	B.C. fir	steel						
	Thickness	2 3/8"	3/16" stiffened						
	How fitted	face & aft	watertight hinged cover						
	Bearing Surface	2 1/2"							
Spacing of Cleats	...	27" sides	18" sides						
Number of Tarpaulins	...	23" ends	22" ends						
		✓	✓						
*Are wood fore and afters steel shod at all bearing surfaces?		None							
Are battens and wedges efficient and in good condition?		yes							
Are tarpaulins in good condition and in accordance with rule requirements?		yes							
Are lashings provided in accordance with rule requirements?		yes							

Particulars of any special features:—

This ship was built to Class in 1912 by Cockburn and Sons, Salby, England, as a steel steam trawler named "Andrew Kelly" and has been altered by North Van Ship Repairs, Ltd., North Vancouver, B.C. to a motorship for towing services, and renamed "Island Commander".

The line of the original raised quarter deck has been continued to the fore-castle in a fair line to form the upper deck. The increased length of altered side frames, casings have all been efficiently constructed in accordance with approved plans and with the rules of the Society for this class of ship.

The ship has also been surveyed at this time as for a Special Survey No. 3 and will now be recommended to be classed 100A—for towing services.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.



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