

# STEEL STEAMER OR MOTORSHIP.

Received at London Office

16 NOV 1955

State if Report has been sent on the Freeboard of the Vessel. YES (NOT ASSIGNED)

State if Report is sent on the Machinery of the Vessel. YES

Date of completion of report 8<sup>TH</sup> NOVEMBER 1955 Port of NANTES No. 515

Survey held at SAINT NAZAIRE Date First Survey 13<sup>TH</sup> MAY 1954 Last Survey 27<sup>TH</sup> OCTOBER 1955

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW OIL TANKER "ISOCARDIA" (MACHINERY AFT) LONG POOP SHORT BRIDGE

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections R FORECASTLE

Tonnage under Tonnage Deck 18696  
CLASS PETROLEUM IN BULK State if with freeboard as condition of Class YES  
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 635.0  
Breadth (greatest moulded) 84.25  
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 46.25  
1st Longitudinal Number (L x D) SCANTLING APP. FOR SUMMER MLD. DRAFT = 34.5  
2nd Numeral L x (B + D) 34.5  
Framing Depth "d," at middle of length. See Sec. 3 (1d) 34.7  
Proportions—Depth to Length—Uppermost continuous deck to top of keel 120 MM.  
Draught Moulded 34.7  
RISE OF FLOOR

Built at SAINT NAZAIRE  
Launched 25<sup>TH</sup> MARCH 1955 and No. "Q15"  
S.A. CHANTIERS ET ATELIERS DE  
Builders ST. NAZAIRE (PENHOËT)  
Owners SOCIÉTÉ MARITIME SHELL  
Managers 42 RUE WASHINGTON, PARIS  
Residence LE HAVRE  
Port of Registry LE HAVRE  
If surveyed while building, afloat, or in dry dock YES SHIP UNDOCKED 15-10-55

## MEASURED DIMENSIONS.

FEET  
640.6  
84.4  
46.6

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
ES, Spacing amidships.....	781	/	Bracket Floors, Frame .....	/	/
"    from $\frac{1}{2}$ length amidships to Collision bulkhead.....	685.8	/	"    Reversed Frame.....	/	/
"    in peaks .....	609.6	/	"    Vertical Struts .....	2438 @ 14	/
FRAMING.			Centre Girder, depth and thickness amidships.....	1892 @ 16	/
one Amidships, Angle, <u>E or F</u> .....	B.P. 300 x 12	/	"    top Angles .....	WELDED	/
"    Extends up to.....	UPPER DECK	/	"    bottom Angles.....	WELDED	/
Reversed Frame Amidships, Angle .....	/	/	Side Girders, No. each side and thickness.....	2 @ 13 to 14.5	/
"    Extends up to .....	/	/	Margin Plate depth (excl. of flange) and "    thickness .....	/	/
Thickness of Framing Girder.....	300	/	"    Vertical Angle to Tank side "    Bracket abaft $\frac{1}{2}$ len. from "    stem .....	/	/
Spaces in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u> .....	/	/	"    Vertical Angle to Tank side "    Bracket from forward $\frac{1}{2}$ len. "    from stem to Panting Area .....	/	/
"    Second 'tween Decks, Angle, <u>E or F</u> .....	/	/	"    Gussets, spacing and scantling "    abaft $\frac{1}{2}$ len. from stem.....	/	/
"    Third .....	/	/	"    Gussets, spacing and scantling "    from forward $\frac{1}{2}$ len. from stem "    to Panting Area .....	/	/
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem .....	300 x 12	/	Tank Side Brackets, height above base line at toe of Frame and thickness.....	1000 x 12	/
in Peaks, Angle, <u>E or F</u> .....	FORE PEAK 250 x 14 B.P. (ALT. WITH 11 MM. WEB.)	/	INNER BOTTOM PLATING.		
Pitch and Spacing of Rivets through Frame and Shell Plating amid- ships .....	/	/	Breadth and thickness of Middle Line Strake...	16.5	/
State if Frame Joggled.....	No	/	Thickness of remainder in Holds .....	16.5	/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	YES	/	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	YES	/
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	YES	/	BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u> .....	LONG! AS PER PAGE 5	/
Floors, Depth and thickness at mid-line in Holds.....	/	/	"    in way of Bridge, Angle, <u>E or F</u> .....	200 x 8	/
Height of Brackets at side above base line at toe of frame.....	/	/	AFT END TO FR. 10 <u>E or F</u> .....	610	/
Middle Line Keelson, on Floors, Angles, <u>E or F</u> .....	/	/	Spacing .....	610	/
"    Through Plate or Inter- costal Plate .....	/	/	Second Deck, amidships, Angle, <u>E or F</u> .....	LONG! BEAMS	/
"    Foundation Plate on Floors .....	/	/	Spacing .....	/	/
"    Flat Plate Keel Angles .....	/	/	Third Deck, amidships, Angle, <u>E or F</u> .....	/	/
Number of Keelsons, No. each side.....	/	/	Spacing.....	/	/
"    thickness of Intercoastal Plate...	/	/	Fourth Deck, amidships, Angle, <u>E or F</u> .....	/	/
"    Angles .....	/	/	Spacing.....	/	/
DOUBLE BOTTOM. IN M/C SPACE FRS. 10 to 30 12.5 MM } EVERY Solid Floors, thickness and spacing.....	30 to 51 13 MM } FRAME	/	Poop Deck, Angle, <u>E or F</u> .....	T.T.P. 150 x 90 x 11	/
"    Are Frame and Reversed Frame joggled?.....	WELDED	/	Spacing.....	EVERY FR.	/
Bracket Floors, breadth and thickness at middle line .....	/	/	Bridge Deck, Angle, <u>E or F</u> .....	T.T.P. 150 x 90 x 13	/
"    breadth and thickness at margin plate.....	/	/	Spacing.....	781	/
			Forecastle Deck, Angle, <u>E or F</u> .....	B.P. 200 x 10	/
			Spacing.....	EVERY FR.	/



PILLARS AND DECKS.
PILLARS, No. of Rows
in 'tween Decks, Size and Spacing
in Holds
Long Centre Line Bulkheads
Stringers and Decks.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells
in way of Bridge
Angle in Wells
Thickness of Plating abreast Deck openings in way of Wells
Thickness of Plating abreast Deck openings in way of Bridge
Thickness of Plating within line of openings in way of M/C CASINGS
If Sheathed, material and thickness.
Second Deck. FORWARD
Stringer Plate, breadth and thickness in Wells
SHELL PLATING.
SCANTLINGS.
STRAKES.
AS IN VESSEL.
AMIDSHIPS. FORWARD. AFT.
Flat Plate Keel
Bottom Plating, No. of Strakes
Bilge Plating, No. of Strakes
Side Plating, No. of Strakes
Upper Deck, Sheer-strake in Wells
Upper Deck, Sheer-strake in Bridge
Strake below Sheer-strake in Wells
Strake below Sheer-strake in Bridge
Poop Side Plating
Bridge Side Plating
Forecastle Side Plating
WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel
Extending to Upper Deck (Sec. 3 c)
Deck next below
As per Rule
STIFFENERS.
MIDSHIP BULKHEAD, Upper 'tween decks
Second
Third
HOLD CARGO TANK
COLLISION
AFTER PEAK
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Has the Steel been tested as required by the Rules?

EQUIPMENT No. 84700 LETTER pt ANCHORS.
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.
1st Bower
2nd
3rd
Collective weight
PARTICULARS OF LONGITUDINAL FRAMING.
FRAMING.
In Bridge 'tween Decks from Uppermost Continuous Deck
No. 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
Transverse.
Depth and Thickness
Face Angles
Lugs to Shell
Decks)
Depth and Thickness
Face Angles
Lugs to Shell
TANK
Depth and Thickness
Face Angles
Lugs to Shell
Back Bars
Brackets
The particulars of framing in peaks (if ordinary), Floors, Centre Girders, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.
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Number of Approved Certificate. to be Note	Anchors.	WEIGHT, EX. STOCK. KGS	WEIGHT OF STOCK. KGS	TEST, PER CERTIFICATE. KGS	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cms. lbs.	Cms. lbs.	Tons. cwt. lbs.	Cms. KGS			
60	1st Bower	7099	-	82209	6590	BYERS - STOCKLESS	SIROT-MESTREIT	ST. AMAND DES EAUX
61	2nd "	7166	-	82638	6590	"	ST. AMAND	3.2.54 H. J. MARTIN
62	3rd "	7190	-	82791	6590	"	"	ST. AMAND DES EAUX 12.3.54 A. W. HATT
	Collective weight	21455	/		19770			D°
	Stream	-						

## HAWSERS AND WARPS.

No. of Cable.	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.
					Cwts.	Lbs.												
	Pathoms M.	Ins. MM	Pathoms K.	Pathoms K.	Cwts.	Lbs.	Cwts.	Pathoms M.	Ins. MM					Pathoms M.	Ins. MM	Pathoms K&S	Pathoms M.	Ins. MM
22	608.2	76	207.375	290.285	816.90			605	71	SPECIAL QUALITY STEEL STUD LINK	A. VEILLER & Co.	8-2-55 LE HAVRE I. S. SIMS.	TOWLINE	255	180	158,000	255	180
	/	/	/	/	/			/	/		LE HAVRE		HAWSEERS & WARPS	240	146	110,000	220	146
														6@ 220	89	39,400		
Stream or Wire		Cir.							Cir.									

## Alternative Means of Steering

3 @ 7.5 x 2.4 x 0.95

Windlass *STEAM BY BRISSONEAUX & LOTZ*  
NANTES

Boats 1 @ 7.5 x 2.4 x 0.95 (MOTOR

Cargo Battens, thickness, material and spacing..... *NONE*

### Thickness of Hatches

Highways No. 1 (Ewd.)  $2^{\circ}46'0'' \times 2^{\circ}46'0''$  No. 2 No. 3 No. 4 No. 5 No. 6

Shifting Beams }  
re and Afters }

*Builder's Signature*

**DECLARATION.** *It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel.*..... Yes

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo (OIL TANKER) The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Ship has been built under Special Survey in conformity with the Society's Rules and Regulations and  
 cargo's letters. The scantlings and arrangements of the ship are as given in the report and as  
 and amended on the approved plans now forwarded. All modifications or additions to the  
 approved arrangements made during construction have been indicated on the plans and have  
 approved as being in accordance with, or by standards equivalent to, the Rule requirements. The  
 midship section and profile and decks showing the ship as built, now forwarded herewith,  
 can be checked with the approved arrangements and found in order. The materials and workmanship  
 of cargo tanks, oil fuel bunkers, deep affording, deep tank, peak tanks, double bottom, bulkheads and  
 have been tested to Rule requirements & found satisfactory. Bilge sections satisfactorily tested.

earing gear and windlass satisfactorily tested under working conditions. Oil Fuel, F.P. above 150° F. is carried  
wing and settling tanks in engine room, in double bottom, and in deep tank forward.

1, 4, 5 & 7 side tanks (P.&S.) are fitted for the carriage of water ballast only

amount of Entry Fee..... £	: ✓ :	} Fees applied for,	
			19
Special Survey Fee..... <i>actual charge</i> FRs	£ 3,223,270		
		} Received by me,	
Travelling Expenses, if any .....	FRs. <del>2</del> 7,100		19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100 A1  
"CARRYING PETROLEUM IN BULK"

Is whether the Vessel has been built under Special Survey ..... **YES**

ificate to be sent to Nts. Date of issue 17/1/56

Signature J. B. Bell  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

Carrying Petroleum in Bulk except in side tanks Nos 1, 4, 5 & 7 (P & S.)

Lloyd 10.55 St. N

+ LMC 10.55

2 WTB 675 lb. OF 10.55

CH.

FRIDAY 20 JAN 1956

Class withdrawn at  
Owners' request

Write Own  
" NRS

Patented  
1899

0110 3/3



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.)

THIS SHIP IS A SISTER VESSEL OF S.S. "ISANDA" & S.S. "ISIDORA". NANTES F.E. Rpts. N° 480 & 500

The following plans are forwarded herewith:-

1. Midship Section (as fitted)
  2. Profile and Decks ( " " )
  3. Shell Expansion ( " " ) showing position of P.403 plating
  4. Upper Deck for 59.219 ( " " )
  5. " " for 59
  6. Prod. Structure (2 plans)
  7. Aft " (2 plans)
  8. Forecastle Truss etc
  9. Poop Truss & Structure
  10. Machinery Basings.
  11. Tanks N° 1 Side and Centre and N° 2 Side.
  12. " N° 10 " " " N° 9 "
  13. Transverse W.T. Bld.
  14. O.F. Tanks and Aft Pump Room.
- 8 Paving and Basting Reports.

PARTICULARS OF ELECTRIC WELDING (if employed) ELECTRICALLY WELDED THROUGHOUT EXCEPT STRINGER ANGLE RIVETED TO SHEERSTRAKE AND DECK. KEEL, BOTTOM & BILGE SHELL PLATING, SHEERSTRAKE, UPPER DECK STRINGER & DECK PLATING OVER 25.5MM THICK ARE OF STEEL ACCORDANCE WITH P403 OF THE RULES, MANUFACTURED BY: DOLLING (SAAR); LONGWY (MONT-ST. MARTIN); DENAIN (NORD); HÜTTENUNION (DORTMUND); LE CREUSOT (SCHNEIDER).

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

CARRYING PETROLEUM IN BULK EXCEPT IN SIDE TANKS N° 1, 4, 5 & 7 (P.R.S.); LONG<sup>4</sup> FRAMING AT BOTTOM & DECK; ELEC. WELDED; MACHY. AFT; LLOYD'S A.R.C.P.; D.F.; E.S.D.; G.Y.G.; RADAR; FITTED FOR OIL FUEL F.P. ABOVE 150°F

RADAR Equipment (State if fitted) YES  
State Type or Pattern No. DECCA P.45  
State } COMPAGNIE RADIO MARITIME  
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	4262 Kgs.	H.J.M.	111	3-2-54
	2nd "	4350 "	H.J.M.	107	22-12-53
	3rd "	4370 "	H.J.M.	108	22-12-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 125.43 ft., R.Q.D. ✓ ft., Bridge 11.5 ft., Forecastle 62.4

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated  
Official No. ✓ Signal Letters ✓ Extreme Breadth over Belting 84.4' Over-all Length 659.6'  
(Circ. 1611) (Circ. 1703)  
No. and Material of Decks ONE DECK & 2<sup>ND</sup> DECK (FOR<sup>D</sup>) CLEAR OF CARGO TANKS (STL.)  
Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PEAK TANKS & D.B. FR. 11-17 COATED WITH BITUMASTIC  
CEMENT IN LOWER PART OF FORE & AFT PEAKS  
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, aft, <u>FRS. 17-52</u>	<u>84.9</u>	<u>0.F. &amp; C.O.'s</u>	Fore peak tank,	<u>35.5</u>	<u>480</u>
Double bottom, under Engines and Boilers, <u>FRS. 11-17</u>	<u>14.9</u>	<u>19.0 FW</u>	After peak tank,	<u>22.0</u>	<u>192</u>
Double bottom, if under Engines only,			Deep tank, aft, <u>O.F. &amp; SETTLING TANKS FRS. 48-58</u>	<u>23.3</u>	<u>1144</u>
Double bottom, if under Boilers only,			Deep tank, forward,	<u>43.5</u>	<u>1640</u>
Double bottom, forward,			Other tanks, if fitted, <u>FW TANKS FRS. 10-14</u>	<u>9.2</u>	<u>216</u>
Total length (if continuous) and Capacity	<u>104.8</u>		SEE ALSO GENERAL DECLARATION (If necessary furnish further information by sketch.)		

GENERAL COMMITTEE

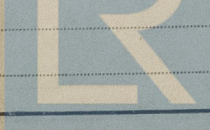
Thursday, 26<sup>th</sup> January, 1956

Closing Committee's decision confirmed

Order for Special Survey No. 37  
Date 30-4-53

Dates of Surveys held while building

1954  
MAY 13; JUNE 18, 22, 24; JULY 26; AUG. 3, 23; SEPT. 3, 6, 16, 21, 24, 29 OCT. 6, 8, 15, 25, 27, 29; NOV. 5, 8, 12, 15;  
DEC. 27, 8, 15, 17, 22, 24, 27 1955 JAN. 4, 6, 11, 14, 17, 18, 19, 20, 22, 24, 25, 26, 27, 28, 29, 31; FEB. 1, 3, 4, 5, 8, 9, 10, 12, 14, 16, 17;  
21, 22, 23, 24, 25, 28 MAR. 1, 2, 4, 6, 8, 13, 14, 15, 18, 22, 24, 25, 30 APR. 1, 5, 21 MAY 10, 17 JUNE 13, 25, 27, AUG. 8, SEP.  
23, 28 OCT. 3, 14, 22, 27.



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