

Received at London Office 22 JUL 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 28th JUNE 1955 Port of NANTES No. 500

Survey held at SAINT NAZAIRE Date First Survey 20th Oct. 1953 Last Survey 23rd JUNE 1955

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW OIL TANKER "ISIDORA" - MACHINERY AFT

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

TONNAGE under } 18696 || CLASS PETROLEUM IN BULK State if with freeboard }
Tonnage Deck ... || as condition of Class } || Built at SAINT NAZAIRE

D ₁ of space or spaces between Tonnage Dk. and Upper Dk.	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L 635.0 ✓	Launched 10 Nov. 1954	Yard No. P13
	Breadth (greatest unbraced)	B 84.25	S.A. CHANTIERS ET ATELIERS DE PENHOËT (PENHOËT)	

Total	Depth, at middle of length from top of keel to top	46.25	5	1	12	5	1/2
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Gross Tonnage 20,700 deck. See Sec. 3 (1c) Owners

Register Tonnage 10 420 1st Longitudinal Number (L x D) SCANTLING APP^d FOR SUMMER MLD. DRAFT OF ABOUT 34.5 Managers ✓

REGISTERED DIMENSIONS

Framing Depth "d," at middle of length. See

Residence 42 RUE WASHINGTON PARIS

Proportions—Depth to Length—Uppermost con- } Port of Registry LE HAVRE

Do. Long Bridge to } If surveyed while building, afloat, ~~at~~⁴ in dry dock

Draught Moulded 114 mm on plan 34.7' YES. VESSEL UNDOCKED 18-6-55

FRAMES, DOUBLE BOTTOM AND BEAMS.

MM. Income IN SHIP.	Any Departure from Approved Plans to be Noted.	MM. Income IN SHIP.	Any Departure from Approved Plans to be Noted.
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ships.....	781 ✓	Bracket Floors. Frame	✓
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length amidships to collision bulk-head	685.8	22	22	Reversed Frame.....	✓
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peaks	609.6 ✓	2438	14
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angle	F.F.	B.P.	300 x 12	✓
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Extends up to..... UPPER DECK ✓

midships, Angle Side Girders, No. each side and thickness. 2013 to 14-5 ✓

Extends up to	Margin Plate depth (excl. of flange) and thickness
" "	" "

[illegible]

Vertical Angle to Tank side	✓
Bracket from forward $\frac{1}{2}$ len.	
from stem to Bunting Area	

[illegible]

n. for'd. to 15% len. from	300 x 12 ✓	✓	from forward 1/4 len. from stem	✓
			to Panting Area	

Angle of **FORE PEAK** 250×14 B.P.

INNER BOTTOM PLATING.
 Breadth and thickness of Middle Line Strake... 16.5 ✓

Joggled.....	No	✓	Thickness of remainder in Holes	16.5	✓
Are Rule requirements complied with regard-)					

in accordance with the Rules
 approved? YES

	YES	NO	BEAMS.	LONG	AS	PER
om Forward in accordance with nd/or as approved?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				

DM. Wells, Angle, C or [...]
in way of Bridge Angle. 344-3

Spacing 610

se line at toe of frame.....

Keelson on Floors Angles.....

FOR: Second Deck, amidships, Angle, [or [..... LONG: BEAMS ✓

Through Plate or Inter- } Spacing

[illegible]

Flat Plate Keel Angles

ions, No. each side.....

[illegible]

Angles Spacing..... *EVERY FR.*

Solid Floors, thickness and spacing, " 30 to 51 x 13 mm } FRAME

Bridge Deck, Angle, ~~E or F~~ T.C.P. 150 x 90 x 13 ✓

Spacing.....

[illegible][illegible]

PILLARS AND DECKS.

		MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	TWO LONG! BHDS				
" in 'tween Decks, Size and Spacing	THRO'OUT CARGO TANKS,				
" " " " "	PUMP RM. CD'S				
" in Hold	& O.F. TANKS				
" " " " "					
LONG! Centre Line Bulkheads	300 x 12 B.P.				
Stiffeners and Spacing	SPACED 781				
	15 MM. AT BOTTOM				
Plating, thickness of	14 MM AT TOP				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	31.5				
" " " " in way of Bridge	38.5				
" Angle in Wells	200 x 200 x 28				
Thickness of Plating abreast Deck openings in way of Wells	38.5				
Thickness of Plating abreast Deck openings in way of Bridge	31.5				
Thickness of Plating within line of openings IN WAY OF M/C CASINGS	16 TO 31.5 40				
If Sheathed, material and thickness					
Second Deck. FORWARD.					
Stringer Plate, breadth and thickness in Wells	12				
Stringer Plate, breadth and thickness in way of Bridge					
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					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness	11.5 TO 20				
Plating, Sheathing, material and thickness	10				
Bridge Deck.					
Stringer Plate, breadth and thickness	12				
Plating, Sheathing, material and thickness	10				
Forecastle Deck.					
Stringer Plate, breadth and thickness	12				
Plating, Sheathing, material and thickness	10				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAP LAP
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	2050	31 ✓	31 ✓	31 ✓									
„ Dble. (if any) A		28.5 ✓	22 ✓	18 ✓	30 AT STERN								
Bottom Plating, No. of B		28.5 ✓	22.5 ✓	18 ✓	TRANSVERSE STRAKES OF								
Strakes C		28.5 ✓	22 ✓	20 ✓	BOTTOM IN WAY OF TRANSVERSE								
Strakes D		28.5 ✓	20 ✓	24 ✓	BULKHEADS - 29.5MM.								
Strakes E		27.5 ✓	24 ✓	24 ✓									
Bilge Plating, No. of F		27.5 ✓	24 ✓	27.5 ✓									
Strakes G		21 ✓	14.5 ✓	18 ✓	24.5 AT STERN								
Side Plating, No. of H		21 ✓	14.5 ✓	16 ✓	24.5 " "								
Strakes I		21 ✓	14.5 ✓	16 ✓	22.5 " "								
Upper Deck, Sheer-strake in Wells J		21 ✓	14.5 ✓	14.5 ✓									
Upper Deck, Sheer-strake in Bridge K	2285	32 ✓	14.5 ✓	14.5 ✓	27 AT STEM ✓								
Strake below Sheer-strake in Wells L		21 ✓	14.5 ✓	14.5 ✓	27 " " ✓								
Strake below Sheer-strake in Bridge M													
Poop Side Plating N			25 ✓	13 ✓									
Bridge Side Plating O													
Forecastle Side Plating P			13 ✓	13 ✓	27 AT STEM ✓								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 15 ✓
Extending to Upper Deck (Sec. 3 c) 14
,, Deck next below 1
As per Rule APPROVED

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any from Plans
KEEL, Bar		FLAT PLATE ✓		IN
STEM		ROUNDED PLATE STEM		
STERN FRAME { Propeller Post		FABRICATED BY CHANTIER		ing of T
{ Rudder " ✓		PENHOET AS PER APP ^O PLAN		State if
Speed of Vessel		16.5 KNOTS ✓		nal
RUDDER—Type		SEMI-BALANCED ✓		of
" A × D. × 100		2584 ✓		E
" Diam. of head ✓	FORGING	408 ✓	AUBAGNA & ST. DENIS	
" Mainpiece at top pintle		FABRICATED E.W.		
" " heel		AS PER	CHANTIER	
" how constructed		APP ^O PLAN	PENHOET	
" double or single plate		DOUBLE ✓		
" coupling, vertical or				
" horizontal		HORIZONTAL - 6 BOLTS @ 111		

STIFFENERS.

		Plating Thickness. MM.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks			-		
"	" Second "			-		
"	" Third "					
"	" Holds <u>CARGO TANK</u> To 2 nd DK (in Hold) <u>FR. 238</u>	14.5 To 13.5 16.5 To 10.0	300 x 12 P	845 CR 762 SIDE	3 HORIZ. GIRDERS 4 @ 700 x 12	3505 2895 3505 2 @ 2100 2200 1750
COLLISION	"		300 x 14 P	845		
AFTER PEAK	"	FR. 11	14	250 x 12 P	610	12mm PIT 3270

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)..... *OPEN HEARTH*

STEEL.

VARENNIENNES, ROMBAS, LONGWY (MONT ST. MARTIN), DENAIN (NORD), DILLING (SAARE) HAUTE-FOURNEAUX (CHIER) HOMECOURT HAUTMONT (PROV DE WENDEL, ARBED (BURBACH) SENELLE (LONGWY-BAS), USINOR, LE CREUSOT (SCHNEIDER), HUTTENUNION (DORTMUND) HUTTENWERKE.

Has the Steel been tested as required by the Rules?

YES

EQUIPMENT No. 84700										LETTER <i>6r</i>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		<i>KGS.</i>	<i>qrs.</i>	<i>lbs.</i>	<i>Cwts.</i>	<i>qrs.</i>	<i>lbs.</i>	<i>Tons.</i>	<i>cwt.</i>	<i>qrs.</i>			
63	1st Bower	7130						82407			BYERS STOCKLESS	SIROT-MESTREIT	ST. AMAND DES EAUX
66	2nd "	7090						82215			"	ST. AMAND	12.3.54 A.W. HATT
65	3rd "	7020						81703			"	"	23.4.54 H.T. MARTIN
	Collective weight	21240											D.
	Stream												

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	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.
975	608.2	76	207.375	290.285	81920	76130	605	71	SPECIAL QUALITY STEEL STR. LINK	A. VEILLE & CO. LE HAVRE	10.54 LE HAVRE L.S. SIMS.	TOWLINE	255	180	158,000	255	180
		3" Steel						82.5				HAWSERS & WARPS	240	146	110,000	220	146
													6 @				
													24	220	89	39,400	

Steering Gear, Type (Power or hand) *ELECTRIC HYDRAULIC BY DUCLOS, MARSEILLES* Alternative Means of Steering *GEARED HANDWHEEL IN COMPT & SHAFING FROM THIS WHEEL TO STANDARD ON POOP*

Chains (Size and Test) *NONE* Windlass *STEAM BY BRISSENEAUX & LOTZ NANTES* Boats *3 @ 7.5 x 2.4 x 0.95*

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

Decks.—(Upper Deck) *STEEL PLATE COAMINGS WELDED TO DECK* Thickness of Hatches *STEEL COVERS*
DRY CARGO HATCH CARGO TANKS:- 32 @ 1054 x 686 ; 20 @ 762 DIA. ; 12 @ 736 DIA.

Decks No. 1 (Fore) *2" 460 x 2" 460* No. 2 *No. 3* No. 4 *No. 5* No. 6

of Shifting Beams }
Fore and Afters }

Builder's Signature *[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 Secretary's letters. The scantlings and arrangements of the ship are as given in report and as shown and amended on the approved plans now forwarded. All modifications to the original approved arrangements made during construction have been indicated on plans and have been approved as being in accordance with, or by standards equivalent to, the requirements. The plans of midship section and profile and decks showing the ship at, now forwarded herewith, have been checked with the approved arrangements and in order. The materials and workmanship are good. Cargo tanks, oil fuel bunkers, deep cofferdams, deep tank, peak tanks, double bottom, bulkheads and decks, have been tested to Rule requirements and found satisfactory. Bilge suction satisfactorily tested. Steering gear & windlass tested under working conditions and found satisfactory. Oil fuel, F.P. above 150°F is carried in wing and settling tanks in engine room, in double bottom, and in deep tank forward. No. 1, 4, 5 & 7 side tanks (P.S.) are fitted for the carriage of water-ballast only.

The amount of Entry Fee.....	2	:	:	Fees applied for,	19	(Special notations, where part of class, to be stated.)
Special Survey Fee.....	4,029,090 FRs	:	:			
Travelling Expenses, if any.....	7630 FRs	:	:	Received by me,	19	I am of opinion the Vessel should be Classed <i>+ 100 AI</i>

State whether the Vessel has been built under Special Survey *YES*

Certificate to be sent to *NtS* Date of issue *4/10/55* Signature *J. Bell* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRIDAY - 9 SEP 1955*

Character assigned *+ 100 AI*

Carrying Petroleum in Bulk except in side tanks No. 1, 4, 5 & 7 (P.S.)

6.55 NtS. Fitted for oil fuel 6.55.

Lloyds A & CR

+ LMC 6.55

2 WTB 710 lb.

CL.

Write down NtS (Spl)

SRL

FRIDAY 20 JAN 1956
Class withdrawn at
Owners request
W. J. Bell
NtS
0112 2/3

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 the Plans should be embodied.)

THIS SHIP IS A SISTER VESSEL OF S.S. "ISANDA" - NAMES F.E. RPT. N°

The following plans are forwarded herewith:

1. Midship Section (As Built)
2. Profile and Decks (" ")
3. Shell Expansion (" ")
4. General Arrangement - Upper Dk. & Hold.
5. " " Poop, Fore & Bridge Dks.
6. 7 Hoisting and Casting Reports.

PARTICULARS OF ELECTRIC WELDING (if employed) ELECTRICALLY WELDED THROUGHOUT EXCEPT STRINGER ANGLE RIVETED TO SHEERSTRAKE AND DECK PLATE, BOTTOM & BILGE SHELL PLATING, SHEERSTRAKE, UPPER Dk. STRINGER & DECK PLATING OVER 25.5 mm. THICK ARE OF STEEL IN ACCORDANCE WITH PAOS OF THE RULES, MANUFACTURED BY: JAPAN STEEL WORKS LD. (MIKORAN); DILLING (SAARE), LONGWY (MONT-ST. MARTIN); VOEST (LINZ-DONAU); LE CREUSOT (SCHNEIDER).

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CARRYING PETROLEUM IN BULK, LONGITUDINAL FRAMING AT BOTTOM AND DECK, ELEC. WELDED,
MACHY. APT. LLOYDS A.S.C.P., D/F, F.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 P45
State } Name 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	4282	HJM	106	22-12-53
	2nd "	4285	HJM	104	15-12-53
	3rd "	4218	HJM	103	15-12-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 125.43 ft., R.Q.D. ft., Bridge 42.0 ft., Forecastle 62.4 ft. (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 Bolting 84.4' (Circ. 1611) Over-all Length 659.6' (Circ. 1703)
No. and Material of Decks ONE DECK & 2ND Dk (FORD) CLEAR OF CARGO TANKS (STL.)
Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PEAK TANKS & D.B. FRG. 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, FRG. 17-52	89.9	0.6 R.C.D.'s	Fore peak tank,	35.5	480
Double bottom, under Engines and Boilers, FRG. 11-17	14.9	19.0 FW	After peak tank,	22.0	192
Double bottom, if under Engines only,			Deep tank, aft, 0.6 R. SETTLING TANKS FRG. 48-58	23.3	1144
Double bottom, if under Boilers only,			Deep tank, forward,	43.5	1640
Double bottom, forward,			Other tanks, if fitted, F.W. TANKS FRG. 10-14	9.2	216
Total length (if continuous) and Capacity	104.8		SEE ALSO GENERAL DECLARATION (If necessary furnish further information by sketch.)		

Order for Special Survey No. 37
Date 30-4-53
Dates of Surveys held while building 1953
OCTOBER 20, NOV. 13, 19, 20, 23, 25, 26; 1954 JAN. 4, 7, 14, 19, 21, 22, 25, 27, 28; FEB. 26, 29, 18, 19, 22, 23, 25; MAR. 3, 10, 22, 24, 25, 30; APR. 1, 5, 15, 22, 27, 29; MAY 3, 6, 11, 14, 17, 18, 21, 25, 26, 28; JUNE 3, 5, 8, 14, 15, 21, 23, 24, 29; JULY 5, 6, 8, 15, 21; AUG. 5, 6, 23, 24, 25, 26, 30; SEP. 1, 3, 6, 8, 10, 14, 16, 17, 20, 22, 23, 25, 27, 29, 30; OCT. 1, 2, 4, 7, 11, 12, 14, 18, 20, 21, 23, 24; NOV. 3, 4, 8, 10, 15, 18; DEC. 2, 10, 14, 17, 20, 22, 29; 1955 JAN. 7, 20, 25, 28; MAR. 2, 4, 16, 21; APR. 13, 19, 27, 29; MAY 13, 26; JUNE 2, 3, 15, 17, 18, 21

Total No. of Visits 132

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.			
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.
of L, L or C		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
in Bridge 'tween Decks ...												
from Uppermost Continuous												
k No. 1												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
ing of (Amidships												
itudinal (At Ends												
ames												
Tank Top Longitudinals		WEB	414	21	✓							
SHELL		FLAT	100	18	✓	CENTRE TANK						
Bottom		WEB	414	19	✓							
Longitudinals (Amidships		FLAT	100	18	✓	SIDE TANK						
At ends...		845	✓			CENTRE TANK						
		762	✓			SIDE TANK						
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness		1625	12	✓		1625	12	✓				
Face Angles		FLATS	380	25	✓		380	25	✓			
Lugs to Shell*		WELDED	✓			WELDED	✓					
Depth and Thickness		1170	12	✓		1170	12	✓				
Face Angles		FLATS	300	16	✓		300	16	✓			
Lugs to Shell*		WELDED	✓			WELDED	✓					
Back Bars		✓				✓						
Brackets												
ing of Transverse Frames...		3124	✓									
State if joggled or liners.												
Bridge Deck												
Upper		300	12	✓		200	10	AFT	✓			
Second						150	10	FORD	✓			
Third						250	10	FORD	✓			
Spacing.												
Transverse Beams.												
Plate.		1220	11.5	✓		250	20	✓				
Face Angles.		FLAT				FLAT						
Any departure from Approved Plans to be Noted.												
CENTRE TANK												
WING TANKS												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, 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.