

## WOOD SHIP.

22 JAN 1948

No. 116066 Survey held at LONDON Date, First Survey 29.10.47 Last Survey 18-12-1947.  
on the M.V. "JOHN BISCOE" (EX-AMERICAN BUILT NET-LAYER) MasterOfficial Number 181606  
TONNAGE under Tonnage Deck 78.500  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop, or Raised Qr. Dk.  
Ditto of Houses on deck  
Ditto of Forecastle  
Gross Tonnage 870.40  
Crew Space, as per Rule  
Register Tonnage, cut on Beam 415.97  
Engine Room  
Register Tonnage, as a Steamer, cut on the BeamBuilt at WILMINGTON DELAWARE When built 1944 Launched  
By whom built AMERICAN CAR & FOUNDRY CO. Owners { H.M. THE KING, REPRESENTED BY THE GOVERNOR OF THE COLONY OF THE FALKLAND ISLANDS.  
Part belonging to LONDON Destined Voyage FALKLAND ISLANDS  
If Surveyed while Building, Afloat, or in Dry Dock AFLOAT & IN DRY DOCK.

Length as per Section 39	Feet. 182 3	Extreme Breadth Outside...	Feet. 37 0 3/4	Depth of Hold	Feet. 17 6	No. of Decks with Flat laid	Two
Length of Keel	159	Round of Beam	6 1/2	Depth from limber-strakes to under side of lower deck beam	8 10	No. of Tiers of Beams	Two
				Depth, Moulded	20 6		

SCANTLINGS OF TIMBER.						OUTSIDE PLANK.		THICKNESS.		Dimensions of Ship per Register.	
IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		In Ship.		Length breadth depth	
SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	In Ship.	Per Rule, or as Approved.		
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		
AND SPACE						Garboard Strakes				Length between Perps 169-2	
hooks						Garboard to Bilge	5			34-7	
Ditto						Bilge Planks	5			depth	
Ditto						Bilge to Wales	5				
Ditto						Wales	5				
Ditto						Topsides	5				
Ditto						Sheer Strakes	6				
Ditto						Plank Sheers	6				
Ditto						Water Upper Deck	3 1/2				
Ditto						Ways Lower Deck	6				
Ditto						Ditto, faying surface against Timbers	6				
Ditto						Upper deck	1				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or YM in Ship.			Iron in Ship.			Size required per Rule.			Copper or YM in Ship.			Iron in Ship.			Size required per Rule.		
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
ee, and Deadwood abaft			1 3/8			Transoms and throats of Hooks			1 3/8			Hold Beam Waterway			3/8		
of Keel, No. 4			1 3/8			Arms of Hooks			1			Bolts in Knees			1 1/8		
Bolts through Keel at			1 3/8			Thro' Bilge and Limber Strakes			3/8			Bolts in Shelf or Clamp			1 1/8		
Floor			7/8			Thickstuff over Double Floors			3/8			Deck Beam Waterway			7/8		
rough Heels of Timbers			7/8			Butt End Bolts			3/4			Bolts in Knees			1 1/8		
Deadwood			7/8			Short Bolts in Ceiling			3/4			Bolts in Shelf or Clamp			1 1/8		
Bolts			7/8			Pintles of the Rudder			1			Nails or Bolts in Flat of Deck			1/2		
												Treenails			Inches		

RING.—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.

ors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_

ond Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_

n Keelson is Douglas Fir 9 and free from all defects. The Shifts of the First and Second Foothooks are not less than \_\_\_\_\_

der Keelson is Douglas Fir 9 N.B.—When less than prescribed by the Rules, state how many.

nsoms, Knightheads, Hawse Timbers, &amp; Aprons of Oak 12 ditto. The rest of the Shifts of the Frame are \_\_\_\_\_

od, of Oak 12 and ditto. The Frame is \_\_\_\_\_ squared from First Foothook Heads upwards,

m, and Stern Post of Oak 12 ditto. and free from sap, and from thence downwards, the frame is \_\_\_\_\_

k and Hold Beams of Douglas Fir 12 The \_\_\_\_\_ Frames are \_\_\_\_\_ bolted together to the Gunwale.

oks of Oak Knees of \_\_\_\_\_ N.B.—If not, state how bolted \_\_\_\_\_

in piece of Rudder of Steel Windlass of Steel The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not

el of Oak 12 less than \_\_\_\_\_ of the entire moulding at that place.

KING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Garboards 8" Oak rebated for planking. The Frame is \_\_\_\_\_ chocked with 12 Butt at each end of the chock.

e above named height to the Wales Double Skin F&amp;A Douglas Fir 9

les and Black-strakes The Topsides and Sheer-strakes \_\_\_\_\_

rketting and Plank-sheers Douglas Fir 10 with 3/8" steel sheer plate The Water-ways { Upper Deck Douglas Fir on steel strips

ks Douglas Fir 10 State of Good Lower Deck Douglas Fir

fts of the Planking are not less than Rule Requirements Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

if partial, in what part of the Ship. The Planking is wrought Fore and Aft (2 Skins) between, and without step-butting.

KING INSIDE.—The Limber-strakes and Bilge-strakes are worked F&amp;A close, continued to ceiling of Douglas Fir 9 Shelf Pieces and Clamps

ling, Lower Hold, and between Decks Douglas Fir 9

ENINGS.—To Hold Beams adequate and are in accordance with the drawings as far as

uld be seen.

ams Douglas Fir, well fastened to shelf and clamps.

Number of Breasthooks Two Pointers Oak Crutches Oak

Butt End Bolts are of G.W. Iron in the Bottom G.W. Iron Bolts in each Butt End G.W. Iron through and clenched.

Bilge and Limber Strakes G.W. Iron bolted through and clenched. Treenails of \_\_\_\_\_ How made \_\_\_\_\_

Thickstuff over Double Floors G.W. Iron bolted through and clenched. General quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given.

Surveyor's Signature \_\_\_\_\_ Surveyor to Lloyd's Register of Shipping.

Builder's Signature \_\_\_\_\_

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Lloyd's Register  
Foundation



RPT. 2.

**EQUIPMENT TONNAGE** Letter L. (L) **ANCHORS.** 3+1 only one certificate to hand. all stockless anchors approximately same weight.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.			
15426	1st Bower ✓	31	1					30	2	0	0	21 1/2		BALDT STOCKLESS	PHILADELPHIA P.A.	
	2nd " ✓													STOCKLESS	29-8-47	
	3rd " ✓													STOCKLESS	M. O. RUNHAM	
	Collective weight															
	Stream													Stocked Anchor.		
	Kedge ✓															
	2nd Kedge															

**CHAIN CABLES.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms.
				Supplied.	Per Rule.									
3403	30	1 1/8	33 3/4	20 1/2		210 FMS	DI-LOK (STEEL)	U.S. NAVY	PHILADELPHIA P.A. 29-8-47 M. O. RUNHAM	TOWLINE	120	5 1/2	Wire	90
						1 3/16				HAWSER	120	2 1/2	"	90
										WARP	120	2	"	90
VERIFIED AT THIS TIME	240	1 1/8	(INCLUDING ABOVE 30 FMS)											
Iron Chain Cable or Steel Wire	120	3 1/2	STEEL WIRE (NEW)	60										

Masts, Yards, &c., are in Good condition, and sufficient in size and length. } See Rigging + Mast report.  
Standing and Running Rigging Good sufficient in size and efficient in quality. }  
Sails. none Suit of ✓ Sails, and the following spare sails ✓  
Boats 3 lifeboats & 4 liferafts Rudder Good Pumps Tried and found efficient  
Windlass, present state is (2) good Capstan ✓  
Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? Steel State size  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams?  
Hatches, themselves, whether strong and efficient? efficient Main Hatchways.—State size

Order for Special Survey, No. \_\_\_\_\_ Date \_\_\_\_\_  
Order for Ordinary Survey, No. \_\_\_\_\_ Date \_\_\_\_\_  
No. \_\_\_\_\_ in Builder's Yard.

DATES of Surveys held while building, as per Section 35.  
1st. When the Frame is completed  
2nd. When the Beams are put in, &c.  
3rd. When completed and before the plank be painted or payed

**General Remarks.** The owners representative stated that this vessel was urgently requiring repairs at this time, and repairs were to be carried out before the vessel's return June/July 1948. This vessel was built as a hard net layer and from examination afloat and in dry dock the vessel's construction follows very closely the submitted plans. Very examined internally fore and aft and including 7 x A Peak tanks and externally in dry dock, anchors and cables ranged. As the vessel is close ceiled from stem to keel the materials and sizes of frames could not be ascertained at time, but from the fastenings the frame spacing appears to be approximately 2'-4". The outside planking is through fastened but owing to the wood sheathing externally, the percentage can only be approximated as 50%. The inboard bearing housing of the stern tube was found slack and was secured in the end grain of the stern tube with 3/8" diam. coach screws, this has been dealt by fitting 7/8" (4) bolts screwed into steel plugs slotted into the stern tube and the lower coach screws replaced 6" longer. It is recommended that special attention be given this fitting at the next survey. Windlasses (2) and steering arrangements have been tried under working conditions and found to be satisfactory. Alternative methods of steering checked and found satisfactory. Sea trials carried out with satisfactory results.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Wood sheathing above light 1/4" When last done New wood sheathing 3"  
I am of opinion this Vessel should be Classed A-1. Survey Vessel "Classification contemplated" with docking due 12/47 (Valid for 12 months)  
The Amount of the Entry Fee ... £ 150.0.0  
Special ... £  
Certificate ... £  
Travelling Expenses, if any, £

Fees applied for, 22 JAN 1948  
Received by me, 19

Committee's Minute FRI. 6 MAY 1949  
Character assigned SA- from 10.48  
Survey Vessel  
Classed 10.48  
58.47  
Wrote  
See

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