

STEEL STEAMER or MOTORSHIP.

Received at London Office

17 DEC 1936

State if Report has been sent on the Freeboard of the Vessel *yes*
 State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report *14th December 1936* Port of *Leith* No. *19232*
 Survey held at *Burntisland* Date First Survey *11th August 1936* Last Survey *11th December 1936*
 On the *Steel single screw steamer "JERSEY QUEEN"* Machinery fitted aft.
 State Type *Full scantling, without tonnage* State Type of Erections *RQD 1 Focle*

TONNAGE under Tonnage Deck... *646.99* CLASS *100A1* State if with freeboard as condition of Class *no* Built at *Burntisland*
 Do. 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) *195.0* Launched *31/10/36* Yard No. *201*
 Total *646.99* Breadth (greatest moulded) *B 32.1* Builders *The Burntisland S.B.C. & L.*
 Gross Tonnage *910.10* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *15.2 Upper D¹ 19.5 RQD²* Owners *The London Channel Islands S.S. Co. Ltd.*
 Register Tonnage *517.74* 1st Longitudinal Number (L x D) *= 2966* Managers *Cheswright & Ford*
 2nd Numeral L x (B + D) *= 9222* (Where necessary to be entered in Reg. Book.)
 REGISTERED DIMENSIONS. FEET.
 Length *197.2* Framing Depth "d" at middle of length. See Sec. 3 (1d) *12.56 Upper D¹ 12.8 Upper D² 10.0 RQD²* Residence *4 Eastcheap London E.C.3.*
 Breadth *32.2* Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.0 RQD²* Port of Registry *London*
 Depth *13.1* Draught Moulded *14.7* If surveyed while building, afloat, or in dry dock *While building, & finally afloat.*

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.
FRAMES, Spacing amidships	<i>24</i>		Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>24</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>30 1/2</i>	<i>36 38 See letter</i>
Frame Amidships, Angle, <i>E or I</i>	<i>7 3 33</i>		" " top Angles	<i>3 3 34</i>	<i>double</i>
" " Extends up to	<i>RQD²</i>		" " bottom Angles	<i>3 3 38</i>	<i>double</i>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>One = 5 x 3 x 28 1/2 15 shell 4 1/2 x 3 x 29 1/2 16 tank top</i>	
Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>23</i>	<i>34</i>
Depth of Framing Girder	<i>7</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 3 33</i>	<i>at Upper D¹ 3 3 35 at RQD²</i>
Frames in Uppermost Continuous Deck, Angle, <i>E or I</i>	<i>6 3 30</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>5 5 33</i>	
" " Second 'tween Decks, Angle, <i>E or I</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i>	
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>none</i>	
Framing in Peaks, Angle, <i>E or I</i>	<i>6 3 28</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>4 1/2</i>	<i>35 at RQD² 33 at Upper D¹</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 5/4 apart C 5 C.</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>40 1/2</i>	<i>34</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Frames 8 x 3 x 35 1/2 Two face bar stringers</i>		Thickness of remainder in Holds	<i>3 1/2</i>	<i>30</i>
STRENGTHENING OF BOTTOM FOR WARD. State Particulars	<i>Bottom shell 1/4 4 Frames 3 x 3 x 29 double</i>		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?	<i>yes</i>	
(SINGLE BOTTOM, in way of Engines & Boiler Room as per plan.)	<i>Side girders 3-6 and 7-10 from centre line</i>		BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or I</i>	<i>4 3 30</i>	<i>5 1/2 x 3 x 32</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or I</i>		
Middle Line Keelson, on Floors, Angles, <i>E or I</i>			Spacing	<i>every frame</i>	
" " Through Plate or Intercoastal Plate			Upper Second Deck, amidships, Angle, <i>E or I</i>	<i>4 3 30</i>	
" " Foundation Plate on Floors			through beams	<i>5 1/2 3 31</i>	
" " Flat Plate Keel Angles			Spacing	<i>every frame</i>	
Side Keelsons, No. each side			Third Deck, amidships, Angle, <i>E or I</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, <i>E or I</i>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>29 every frame</i>		Poop Deck, Angle, <i>E or I</i>		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, <i>E or I</i>		
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, <i>E or I</i>	<i>5 3 25</i>	<i>5 x 3 x 40 L 16 30 L</i>
			Spacing	<i>every frame</i>	

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	40	48	46	44	approved .40	Double	3/4	3	3	3/4	258	Lapped	
„ DBLG. (if any)					approved .36								
BOTTOM PLATING, No. of Strakes	A65	42	44	38	approved .40	Double	3/4	3	3 + 2	3/4	258	Lapped	
BILGE PLATING, No. of Strakes	B65	42	44	38	approved .36	Double	3/4	3	C 3	3/4	258	„	
	C59	42	36	36	approved .36	Double	3/4	3	D 2	3/4	258	„	
SIDE PLATING, No. of Strakes	D57	40	36	36	approved 5' 1"	S 7 D	3/4	3	E 2	3/4	258	„	
UPPER DECK, Sheer-strake in Wells	E65	40	36	36		S 7 D	3/4	3	F 3 + 2	3/4	258	„	
UPPER DECK, Sheer-strake in Bridge ...	F66	40	36	36		Double	3/4	3	3	3/4	258	„	
STRAKE BELOW Sheer-strake in Wells	Same as E					Same as E							
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING			.28			Single	3/4	3	2	3/4	258	Lapped	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)	3
„ Deck next below	✓
As per Rule	3

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	rolled bar	6 1/2" x 1 1/2"	✓	
STERN FRAME	{ Propeller Post Cast steel { Rudder Stream lined as per plan	Cast steel 7 1/2" x 1 1/2"	With brace minus steel & iron co.	✓
Speed of Vessel	10 knots			✓
RUDDER—Type	Ordinary stream lined			
" A x D	Cast steel	94	With brace minus steel & iron co.	✓
" Diam. of head		4 1/2" x 4"		✓
" Mainpiece at top pintle	as per plan			✓
" heel		3 1/2" x 2 3/4"		✓
" how constructed	main piece & 4 arms in one			✓
" double or single plate	double			✓
" coupling, vertical or horizontal	horizontal			✓

Increase Main
 5 1/2' deep

220

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks							
"	"	Second	"				
"	"	Third	"				
<i>Frame</i>	<i>N^o</i>	Holds	<i>28</i>	<i>40</i>	<i>375</i>	<i>6x3x.305</i>	<i>36"</i>
COLLISION	"	(in Hold)	<i>87</i>	<i>40</i>	<i>26</i>	<i>8x3x.375</i> <i>4x3x.284</i>	<i>24</i>
AFTER PEAK	"	"	<i>5</i>	<i>65</i>	<i>30</i>	<i>9x3x.405</i>	<i>24</i>

apex .28

apex 5 1/2 x 3 x .36"

spacing 30"

Needs 4 x 3 x .40" every stiffener.

400 per piece

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Consett Iron Co. L^d — The Lanarkshire Steel Co. L^d — Dorman Long, L^d — (S.H.)*

Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No 10102										LETTER "B".				ANCHORS.			
Number of Certificate.	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.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
95486	1st Bower ...	23	0	8				23	2	1	14	21 1/4	Hartshornes.	W Hingley & Sons Ltd	Northerton 10/9/36 JAR.		
95488	2nd „ ...	21	3	23				22	7	2	0	21 1/4	"	"	" " "		
95509	3rd „ ...	21	1	7				21	18	0	19	18	"	"	" " 19/9/36 "		
	Collective weight.	66	1	10								60 1/2					
95557	Stream	5	3	25	1	2	5	8	5	0	0	5 3/4	Ordinary	W Hingley & Sons Ltd	Northerton 5/10/36 "		

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 and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.
	Length. Diam.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.	Length. Cir.	Length. Cir.	Length. Cir.	Length. Cir.
104882	210 1 3/8	34	51	203	1	10	203	210 1 3/8	Steel	W. Hingley & Sons Ltd.	Northerton 30/9/36 JAR.	TOWLINE...	90 3	18.6	90	3			
												HAWSERS & WARPS	90 2 1/4	10.8	90	2 1/4			
												"	90 1 3/4	6.4	90	1 3/4			
Iron Stream Chain or Steel Wire	60 3 1/4	3W	21.7					60 3 1/4	5W		Breaking Test 18 1/4 tons								

Steering Gear, Steam *G. Donkin & Co. (Newcastle)* Steering Gear, Hand *Combined steam & hand. (Relieving tackle fitted.)*

Boats *Two at 17' One at 12'* Steering Chains, Size and Test *7/8" dia. 10 tons (3/4" dia. approved)* Windlass *by J. Lynn & Co. (Newcastle)*

Ceiling in Holds, thickness and material *1 3/4" Oregon Pine* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways. (Upper Deck) *Plates & bulk angles. 3"-3 1/2" high. Thickness of Hatches 3"*

Size of No. 1 Hatchway (Forward) *38' x 18'* No. 2 *38' x 18'* No. 3 *—* No. 4 *—* No. 5 *—* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *No. 1 fine. No. 2 fine.*

For THE BURNTISLAND SHIPBUILDING CO., LTD.

Builder's Signature

CHAIRMAN AND MANAGING DIRECTOR.

GENERAL 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

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo

The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This Vessel has been built in accordance with the approved plans, and in general conformity with the Rules. The material workmanship is good. The double bottom tanks, the fore & after peak tanks, the decks, and bulkheads have been tested in accordance with the Rule requirements with satisfactory results. The steering gear, the windlass, and hand pump have been seen in good working order. The shell plating to the stem frame is of midship rule thickness.

The following plans are forwarded herewith:—

Midship section - Profile & Decks - Stem framing - Stem plan - Stem & Rudder frames - Rudder Quadrant - Pumping Plan & Mast plan. Also one report on forging & castings, and one report on forging.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 16-12-1936. *only*

Special Survey Fee.... £ 91 : 0 : 0 Received by me, *2.5.37 3/2*

Travelling Expenses, if any £ 1 : 5 : 0

Freight 800

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

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

I am of opinion the Vessel should be Classed *+100 A.1.*

Signature

Evan Edwards
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Lith* Date of issue *3/2/37.*

Committee's Minute

Character assigned

+100 A.1
Lloyd's A.C.P. + Inc 12.36
Machy aft. 7D. O.G.
cargo Battens not fitted

The Surveyors are requested not to write on or below the Committee's Minute.

wrote that
Elc. Lifford



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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.)

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

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	13-1-9	NB	7939	13.5.30
	2nd "	12-2-22	KH.	8402	15.8.30
	3rd "	12-3-18	KH.	8352	25.7.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 122 ft., Bridge ☒ ft., Forecastle 25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks One deck steel.

Official No. 165361; Signal Letters ✓ Is bottom of vessel coated with cement yuo. if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21	64
Double bottom, under Engines and Boilers,			After peak tank,	10	42
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	Nº 1 64	108	Deep tank, forward,		
Double bottom, forward,	Nº 2 58	109	Other tanks, if fitted,		
	Nº 3 6	7	(If necessary, furnish further information by sketch.)		
	Total capacity of double bottom	224			

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 155

Date 20/3/36

Dates of Surveys held while building

1936.
August 11. 18. 26. 27. 28. Sept 8. 22. 29
Octo 2. 6. 9. 13. 23. 27. 30. Nov 3. 10. 13. 23
Dec 1. 8. 11

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Lloyd's Register

Total No. of Visits 22

Rpt. 4.

G.R. 130.

Signal Letters

Official

165,361

No., Date, au

Whether Bri
Foreign B

British

Number of L

Number of

Rigged

Stern

Build

Galleries

Head

Framework
vessel

Number of P

Number of
and their

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to bottom o

No. of
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Engines.

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Section 78

1894

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NOTE 1.—Th

NOTE 2.—Th

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Dated

*940. Wt.17581