

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office

-7 DEC. 1929

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

30th November 1929

Port of

Glasgow.

No. 49892

Survey held at

Grangemouth.

Date First Survey

21st Feby. 1929

Last Survey

29th Novr.

1929

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Twin Screw St. "ISLANDER."

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Complete Superstructure without Tonnage Openings

State Type of Erections

Complete Superstructure

TONNAGE under Tonnage Deck...

1132.91

CLASS +100 A.1

State if with freeboard as condition of Class

Yes

Built at

Grangemouth

Do. of space or spaces between Tonnage Dk. and Upper Dk.

104.64

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 235.0

Launched

4th September 29

Hull No. 416.

Builders

Grangemouth Dockyard Co. Ltd.

Owners

Christmas Phosphate Co. Ltd.

Managers

(Where necessary to be entered in Reg. Book.)

Residence

London.

Port of Registry

London

If surveyed while building, afloat, or in dry dock

while building.

D DIMENSIONS.

FEET.

240.0

41.9

14.9

Framing Depth "d," at middle of length. See Sec. 3 (1d)

14.25

Proportions—Depth to Length—Uppermost continuous deck to top of keel

9.30

Do. Long Bridge to top of keel

✓

Draught Moulded

15.5

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.
ing amidships	25		Bracket Floors, Frame	R.A. 6 3/4 42	
from 3/4 length to Collision bulkhead	25		" " Reversed Frame	B.A. 6 3 42	
in peaks	24		" " Vertical Struts	B.A. 6 3 42	
G.			Centre Girder, depth and thickness amidships	36 44	
hips, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	4 3 39		" " top Angles	Single 3 3 41	
Extends up to	Up 2 1/2 dks alt.		" " bottom Angles	Single 3 1/2 3 1/2 45	
me Amidships, Angle	none		Side Girders, No. each side and thickness	6 33	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	28 39	
ing Girder	4 3 39		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3 3 38	
permost Continuous 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	4 5 3 31	on every frame in way of side bulkhead.	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	5 5 38	
ond 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous plate 40	
rd " " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	Continuous plate 40	
aks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	5 1/2 3 31		Tank Side Brackets, height above base line at toe of Frame and thickness	58 42	
Spacing of Rivets through frame and Shell Plating amidships	3/4 5/4		INNER BOTTOM PLATING.		
Joggled	Yes		Breadth and thickness of Middle Line Strake	4 1/2 42	
ANGEMENTS (Sec. 7), state system and particulars	Deep Frame Arrangement as per approved plans.		Thickness of remainder in Holds	40	
NG OF BOTTOM FOR- te Particulars	2 strokes mid. thickness double frames etc.		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?	Yes.	
M.			BEAMS.		
and thickness at mid-line in			Uppermost Continuous Deck, amidships	5 1/2 3 34	
of Brackets at side above line at toe of frame			" " in Way, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	✓	
Keelson, on Floors, Angles, <input checked="" type="checkbox"/> or <input type="checkbox"/>			" " in way of Bridge, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	✓	
" Through Plate or Intercoastal Plate			Spacing	25	
" Foundation Plate on Floors			Second Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	6 3 34	
" Flat Plate Keel Angles			Spacing	25	
Side Keelsons, No. each side			Third Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
" thickness of Intercoastal Plate			Spacing		
" Angles			Fourth Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	33 @ 75		Poop Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	27 33		Bridge Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
" " breadth and thickness at margin plate	27 33		Spacing		
			Forecastle Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
			Spacing		

PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....					Stringer Plate, breadth and thickness in way of Bridge	✓			
„ in 'tween Decks, Size and Spacing.....	<i>wide spaced pillars</i>				Thickness of Plating abreast Deck openings in way of Wells		30		
„ „ „ „ „	<i>as per approved</i>				Thickness of Plating abreast Deck openings in way of Bridge	✓			
„ in Hold „ „	<i>plans.</i>				Thickness of Plating within line of openings...		30		
„ „ „ „ „					If Sheathed, material and thickness	<i>Teak 2 1/2"</i>			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	✓				Stringer Plate, breadth and thickness.....				
Plating, thickness of	✓				If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells	53	40			If Plated, state thickness				
„ „ „ „ in way of Bridge	✓				Poop Deck.				
„ Angle in Wells	3 1/2	3 1/2	40		Stringer Plate, breadth and thickness				
Thickness of Plating abreast Deck openings in way of Wells			30		Plating, Sheathing, material and thickness ...				
Thickness of Plating abreast Deck openings in way of Bridge	✓				Bridge Deck.				
Thickness of Plating within line of openings...			30		Stringer Plate, breadth and thickness.....				
If Sheathed, material and thickness	<i>Teak</i>	<i>2 1/2</i>			Plating, Sheathing, material and thickness ...				
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	45	34			Stringer Plate, breadth and thickness.....				
					Plating, Sheathing, material and thickness ...				

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— ⁵
 " " " OILTIGHT " " " ₂
 Extending to Upper Deck (Sec. 3 c) *One recessed forward and aft*
 " Deck next below *Six*
 As per Rule *Total 4, one of which extend to upper deck*

		Plating Thickness.	STIFFENERS.					
			VERTICAL.		HORIZONTAL.			
			Scantlings, Spacing.		Scantlings, Spacing.			
MIDSHIP BULKHEAD, Upper tween decks			26	4 1/2 x 3 x 3/4	24	✓	✓	✓
"	"	Second	"				✓	
"	"	Third	"	36 6 - 26	7 x 3 - 46 5 33		✓	
"	"	Holds		36 6 - 26	6 1/2 x 3 - 36 5 30"		✓	
COLLISION		(in Hold)	✓	40 6 - 34	10 1/2 x 3 1/2 - 60 - 24 3/4"	24"	Semi box	to
AFTER PEAK		"	✓	36 - 30	7 x 3 - 42 B.A.	24"	Tunnel	to

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat Plate Keel			
STEM	Forging $7\frac{1}{2} \times 2$ " Caledonian Forge Co.			
STERN FRAME {	C. S. Shaft Brackets Carntyne Steel Co.			
Propeller Post				
Rudder "	Forging $7\frac{1}{2} \times 2\frac{1}{2}$ " Caledonian Forge Co.			
RUDDER—A x D	$62.5 \times 2.8 = 175$			
Speed of Vessel	10 Knots per hr.			
RUDDER mainpiece at head	Forging $7\frac{1}{4}$ " dia. Caledonian Forge Co.			
" " heel	" $4\frac{3}{4}$ " dia.			
" how constructed	Forged arms shrouns and keyed			
" double or single plate	Single			
" coupling, vertical or	Horizontal.			
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *B. Boloville & Sons Ltd.*

The Steel Co. of Scotland, Ltd., The Lanarkshire Steel Co. Ltd.

Open hearth process.

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

EQUIPMENT No. 16257.

LETTER 9

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, E.L. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
62602	1st Bower	Cwts. 37 3 17	qrs. 1	lbs. 17	34 8 0	14	33-0-0	Stockless R. Sykes & Sons Ltd. Lipton, Aug. 29, 1929. W.A. Drydale.
62603	2nd "	35 1 18	✓	✓	32 13 0	14	33-0-0	" " " " " " " " " " " "
62505	3rd "	30 0 3	✓	✓	28 12 2	0	28-0-0	" " " " " " " " " " " "
	Collective weight.	103 1 10			94-0-0			Lipton 17 July 29. W.A. Drydale.
62433	Stream	10 0 3	2 2 4	12 0 0	8-2-0		Iron Stock R. Sykes & Sons Ltd. Lipton, 27 June 29. W.A. Drydale.	

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.	Statutory. Breaking.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons. Fathoms. Cir.	Length. Cir.
64897	165 3 2	72 1008	336 2 22	344 3 0	240 1 7/8	S.L. R. Sykes & Sons	Lipton 21 Aug 29. W.A. Drydale.		2-90	35 W. 18-14	1-90 3 1/2
31968	15 2	72 1008	31 2 4			S.L.	Cardiff 7 June 29. A. Jones.		2-120	6 Manila	2-90 6
31969	15 2	72	31 2 4			"	R. Sykes & Sons Cardiff 13 Aug 28. A. Jones.		2-120	5 Manila	2-90 5
32212	15 2	"	31 2 0			"	" " " " " " " " " " " "		2-120	5 Manila	2-90 5
32216	15 2	"	31 2 0			"	" " " " " " " " " " " "		2-90	2 3/4 W. 15-11	
32217	15 2	"	31 1 0			"	" " " " " " " " " " " "		2-120	3 1/2 Manila.	
Iron-Stream Chain or Steel Wire	1-90 4	T. Cardiff 33-2	44 0-8		1-75 4				2-90 2 1/2	"	

Steering Gear, Steam $6\frac{1}{2} \times 6$ Macgregor's Port Glasgow Eng. Wks. Ltd. Steering Gear, Hand Emergency Steering by tackle led to after winches.
 Boats 5 Blue boats $24\frac{1}{2} \times 7\frac{1}{2} \times 3\frac{1}{2}$ ft. Steering Chains, Size and Test Telemotor control Windlass $10\frac{1}{2} \times 12$ Steam & Hand. Clarke & Co.
 Ceiling in Holds, thickness and material Under hatches only $2\frac{1}{2}$ W. Pine. Cargo Battens, thickness, material and spacing 6×2 White Pine, 15 C.B.C.,
 Cargo Hatchways. (Upper Deck) Steel plates and angles Thickness of Hatches 2" teak gratings on W. B.K. & $2\frac{1}{2}$ W. Pine 2" dk.
 Size of No. 1 Hatchway (Forward) $14\frac{1}{2} \times 13\frac{3}{4}$ No. 2 $25\frac{1}{2} \times 15\frac{1}{2}$ No. 3 $16\frac{1}{2} \times 15\frac{1}{2}$ No. 4 ✓ No. 5 ✓ No. 6 ✓
 Number of Shifting Beams and/or Fore and Afters 1-1-2 locks, 1-2-4 locks, 1-3-3 locks.

Builder's Signature

Director

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No 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 the Secretary's letters of various dates, and in general conformity with the Rules for the class contemplated.
 The materials and workmanship are good, the forward and after peak tanks, the oil fuel bunkers and double bottom tanks have been tested with satisfactory results. The weather decks, watertight bulkheads and tunnels have been hose tested with satisfactory results. The freeboards have been verified and the marks cut in on the vessel's sides. The vessel is fitted for burning oil and fuel oil is to be carried in the double bottom tanks and in thwartship tanks at the forward end of the Boiler Room & also in wing tanks at the sides of the Boiler Room. All the requirements of Section 1220 of the Rules have been satisfactorily carried out.

The amount of Entry Fee £ 5 : 0 : 0

Fees applied for,

5-12-1929

Special Survey Fee.... £ 155 19 : 0

Freeboard 5 0 : 0

Travelling Expenses, if any £ 4 10 : 0

Received by me,

7.12.29

I am of opinion the Vessel should be Classed +100 A1 with freeboard"Fitted for oil fuel 129, F.P. above 150°F."State whether the Vessel has been built under Special Survey Yes

Signature

R. Crawford.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Owners

Date of issue

9/12/29

Committee's Minute

TUE. 10 DEC 1929

Character assigned

+100 A1

Lloyd's A.C.P.

+L.M.C. 11.29 C.L.

Mike Gb (SPL)

Ln 10/12/29

Fitted for Oil fuel 11.29, F.P. above 150°F



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Lloyd's Register Foundation

0190 2

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.)

List of approved plans forwarded herewith.

Midship Section

Profile & Decks

Sketch showing riveting of Keel & Centre Girders.

W. Y. Bulkheads.

Forward Lifting Arrangements.

After Framing & Barring.

Oil Fuel Bunkers.

Pillars & Girders

Details of Pillars, girders and hatchways.

Tunnels

Cargo Doors

Masts.

Alterations to Engine Room Bulkhead.

Stem Plan.

Sternframe & Rudder.

Propeller Brackets

Amended Propeller Brackets.

Pumping Plan.

Plan showing position of Tricing Ports & Scappers.

Total 19 plans, & 4 certificates of Castings & Forgings.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

24.2.3 Casts M.B. 6690. 19.7.29.
21.2.13 Casts M.B. 6699. 19.7.29.
17.3.25 Casts K.A. 6488. 28.5.29.

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

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One deck (stl) teak sheathed, shelter (stl) teak sheathed.

Official No. 161325. Signal Letters

Is bottom of Vessel coated with cement? Yes, except in way of oil fuel.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	33.33	57.32	Fore peak tank,	16.5	67
Double bottom, under Engines and Boilers,	52.08	140.40	After peak tank,	20.62	80
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,		
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,		
Double bottom, forward,	83.33	203.15	Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
	Total capacity of double bottom	400.87			

* The wells are not to be included in the lengths of the tanks.
168.74

Order for Special Survey No. 5964

Date 20.12.28

Dates of Surveys held while building

1929 Feb. 21. 28 Mar 3. 11. 14. 16. 18. 19. 21. 22. 25 Apr 2. 4. 8. 9. 16. 22. 24. 30 May 2. 8. 27. 30 June 12. 18 July 1. 3. 5. 9. 11. 22. 26. 31 Aug 2. 6. 12. 16. 21. 29. 30 Sep 4. 23 Oct 8. 15. 21. 30 Nov 1. 6. 11. 13. 29

Total No. of Visits