

STEEL STEAMER or MOTORSHIP.

-9 NOV 1926

Received at London Office

State if Report has been sent on the Freeboard of the Vessel.

No.

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

Yes.

Date of completion of report

29th October, 1926.

Port of

Dunkirk.

No.

2760.

Survey held at

Dunkirk.

Date First Survey

15. November, 1923.

Last Survey

27. October.

1926.

On the

"THEOPHILE GAUTIER." (Machinery Amidships.)

State Type

(Full Seating, Complete Superstructure with or without Tonnage Openings)

Intermediate without Tonnage Openings.

State Type of Erections

Long Bridge & Forecastle.

TONNAGE under Tonnage Deck

CLASS

100 A1.

State if with freeboard as condition of Class

Yes.

Built at

Dunkirk.

Do. of space of 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 129.85

Breadth (greatest moulded)

B 17.10

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 10.64

1st Longitudinal Number (L x D)

1381.6

2nd Numeral L x (B + D)

3602

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

4.55

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

12.11

Do. Long Bridge to top of keel

9.88

Draught Moulded

6.68

Launched

26 June, 1926

Yard No. 132.

Builders

Société des Ateliers et Chantiers de France.

Owners

Soc. de Service Contractuel des Messageries Maritimes.

Managers

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

Residence

✓

Port of Registry

Marseille.

If surveyed while building, afloat, & in dry dock

Yes.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	700	✓	Bracket Floors, Frame	205 85 10/13	✓
" " from 1/2 length to Collision bulkhead	700	✓	" " Reversed Frame	205 85 10/13	✓
" " in peaks	610	✓	" " Vertical Struts	205 85 10/13	✓
DE FRAMING.			Centre Girder, depth and thickness amidships	1.090 13.5	✓
Frame Amidships, Angle [or]	205 85 10/13	✓	" " top Angles	Double. 90 90 13	✓
" " Extends up to	Upper Deck "C"		" " bottom Angles	Double. 130 130 13	✓
Reversed Frame Amidships, Angle	Dep L framing.		Side Girders, No. each side and thickness	Two 9	✓
" " Extends up to	✓	✓	Margin Plate depth (excl. of flange) and thickness	1.700 13	✓
Depth of Framing Girder	205	✓	" " Vertical Angle to Tank side	90 90 10.5	✓
Frames in Uppermost Continuous 'tween Decks, Angle [or]	205 85 10/13	✓	" " Bracket abaft 1/2 len. from stem	90 90 10.5	✓
" " Second 'tween Decks, Angle [or]	✓	✓	" " Vertical Angle to Tank side	90 90 10.5	✓
" " Third " " "	✓	✓	" " Bracket forward 1/2 len. from stem	90 90 10.5	✓
Framing in Peaks, Angle [or]	163 86.75 9/13.2	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	3.500 10	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 132	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	Tank top level 6 plates	✓
State if Frame Joggled	No.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1.820 10	✓
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	Dep framing and 2 side stringers. Double frame, shell increased in thickness. Additional intercostal. Riveting as per rule.	✓	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake	1.480 13	✓
ANGLE BOTTOM.			Thickness of remainder in Holds	10	✓
Floors, Depth and thickness at mid-line in Holds	✓	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in B. & R. space and framing in Bunkers and Boiler Room motor space?	Yes.	✓
" " Height of Brackets at side above base line at toe of frame	✓	✓	BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]	✓	✓	"C" Uppermost Continuous Deck, amidships in Wells, Angle, [or]	200 81 8/9.75	✓
" " Through Plate or Intercostal Plate	✓	✓	" " " in way of Bridge, Angle, [or]	204.5 84 11	✓
" " Foundation Plate on Floors	✓	✓	" " Spacing	700	✓
" " Flat Plate Keel Angles	✓	✓	"B" Second Deck, amidships, Angle, [or]	204.5 84 11	✓
Side Keelsons, No. each side	✓	✓	" " Spacing	700	✓
" " thickness of Intercostal Plate	✓	✓	"A" Third Deck, amidships, Angle, [or]	204.5 84 11	✓
" " Angles	✓	✓	" " Spacing	700	✓
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	✓	✓
Solid Floors, thickness and spacing	9 1.400	✓	" " Spacing	✓	✓
" " Are Frame and Reversed Frame joggled?	No.	✓	Poop Deck, Angle, [or]	✓	✓
Bracket Floors, breadth and thickness at middle line	950 9	✓	" " Spacing	✓	✓
" " breadth and thickness at margin plate	900 9	✓	"D" Bridge Deck, Angle, [or]	204.5 84 11	✓
" " At Tank Top.			" " Spacing	700	✓
			"D" Forecastle Deck, Angle, [or]	204.5 84 11	✓
			" " Spacing	700 + 610	✓

PILLARS AND DECKS.

	<i>m/m</i> IN SHIP.			Any Departure from Approved Plans to be Noted.		<i>m/m</i> IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....				✓	Stringer Plate, breadth and thickness in way of Bridge	1 ¹ / ₄ 455	10		✓
" in 'tween Decks, Size and Spacing.....				✓	Thickness of Plating abreast Deck openings in way of Wells		9.5		✓
" " " " "				✓	Thickness of Plating abreast Deck openings in way of Bridge		9.5	per plans	✓
" in Holds " "				✓	Thickness of Plating within line of openings...		8		✓
" " " " "				✓	If Sheathed, material and thickness	Part gir 80 " cement concrete			✓
Centre Line Bulkhead. Stiffeners and Spacing.....				✓	Third Deck.	1 ¹ / ₄ 455	10		✓
Plating, thickness of				✓	A Stringer Plate, breadth and thickness.....		7.5		✓
STRINGERS AND DECKS.				✓	Clear of motor spec.				✓
C Uppermost Continuous Deck.				✓	Fourth Deck.				✓
Stringer Plate, breadth and thickness in Wells	1 ¹ / ₄ 400	13.5		✓	Stringer Plate, breadth and thickness.....				✓
" " " " in way of Bridge	1 ¹ / ₄ 35	11		✓	If Plated, state thickness				✓
" Angle in Wells	130	130	13	✓	Poop Deck.				✓
Thickness of Plating abreast Deck openings in way of Wells				✓	Stringer Plate, breadth and thickness				✓
Thickness of Plating abreast Deck openings in way of Bridge				✓	Plating, Sheathing, material and thickness ...				✓
Thickness of Plating within line of openings... <i>where exposed.</i>				✓	Bridge Deck.				✓
Sheathed, material and thickness	Trak.	80		✓	D Stringer Plate, breadth and thickness.....	1 ¹ / ₄ 380	13.5		✓
Second Deck.				✓	Plating, Sheathing, material and thickness ...	Steel. Trak.	9 80		✓
B Stringer Plate, breadth and thickness in Wells...	1 ¹ / ₄ 55	10.5		✓	Forecastle Deck.				✓
				✓	D Stringer Plate, breadth and thickness.....	900	10		✓
				✓	Plating, Sheathing, material and thickness ...	Steel. Trak.	7.5 80		✓

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
FLAT PLATE KEEL	<i>1 1/2</i> 200	<i>24</i> 5	<i>19</i>	<i>17</i> 5	✓	✓	Treble.	25	100	Three.	28	80	Strapped.
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>15</i> 5	<i>16</i>	<i>14</i>	✓	✓	Double.	22	90	Three.	22	80	Lapped.
BILGE PLATING, No. of Strakes <i>2</i>		<i>15</i> 5	<i>11</i>	<i>13</i>	✓	✓	„	„	„	„	„	„	„
SIDE PLATING, No. of Strakes <i>4</i>		<i>15</i> 5	<i>11</i>	<i>11</i>	✓	✓	„	„	„	„	„	„	„
UPPER DECK, Sheer-strake in Wells <i>K</i>	<i>1 1/2</i> 800		<i>19</i>	<i>17</i>	✓	✓	„	„	„	Four.	25	100	„
UPPER DECK, Sheer-strake in Bridge <i>K</i>	<i>1 1/2</i> 800	<i>15</i> 5			✓	✓	„	„	„	Three.	22	80	„
STRAKE BELOW Sheer-strake in Wells <i>J</i>			<i>16</i> 5	<i>15</i>	✓	✓	„	„	„	„	„	„	„
STRAKE BELOW Sheer-strake in Bridge <i>J</i>		<i>15</i> 5			✓	✓	„	„	„	„	„	„	„
POOP SIDE PLATING <i>sheer = "m"</i>	<i>1 1/2</i> 600	<i>16</i> 5	✓	✓	✓	✓	Double.	22	90	Four.	25	100	Lapped.
BRIDGE SIDE PLATING <i>"l"</i>		<i>16</i>			✓	✓	„	„	„	Three.	22	80	„
FOREC'TLE SIDE PLATING			<i>10</i>		✓	✓	„	„	„	Two.	„	„	„

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 1

„ Deck next below 6

As per Rule 7

FORGINGS and CASTINGS.

	Casting, or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate keel.		
STEM		Rolled. $10\frac{3}{16} \times 2\frac{1}{16}$ Beardmore.		
STERN FRAME {	Propeller Post	Casting. as	Skoda.	
{	Rudder "	" approved		
RUDDER—A x D		$11\frac{1}{2} \times 1\frac{1}{4} = 12.14$		
Speed of Vessel		$13\frac{1}{2}$ knots.		
RUDDER mainpiece at head ...		Forging. 310	Demblémont.	
" " heel ...		" 230	"	
" how constructed		Forged and built.		
✓ " double single plate		29		
" 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) *Open hearth.*
La Providence; Hazony; Bass. Loir (Triquet); Lebergues; Brandmou.

Has the Steel been tested as required by the Rules? *Yes. (Proof by Bureau Veritas.)*

EQUIPMENT No. 4008										LETTER	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.								
12137	1st Bower ...	90	-	14	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	72½	Hall's Stockless	Lykes.	Cradley H. 18.6.24.					
12140	2nd " ...	89	3	21								63	5	0	0	72½	"	"	"	3.7.24.
12139	3rd " ...	89	3	-								63	5	0	0	62	"	"	"	3.7.24.
Collective weight.		269	3	7															207½	
12145	Stream	29	3	14	Iron			28	10	2	14	20½	Hall's Stockless.	Lykes.	Crad. H. 16.7.24.					
12146	Kids.	16	3	0	4. 10.			18	0	2	14	✓	Ordinary.	"	19.7.24.					
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.		Supplied.	Per Rule.						Length.	Diam.		Length.	Diam.
425	540	64	115,200	54.754	42.560	550	60	link. Twisted.	Anglin, 11.3.26.	TOWLINE...	180	137	72,000	180	137
			101,000						Bowmer.	HAWSERS & WARPS	180	108	39,000	180	108
										"	2/180	216	manilla	2/180	216
										"	2/180	216	"	2/180	216
Low Stream Steel Wire	220	127	59,940			220	127	link. Twisted.							

Steering Gear, *Steam* { *Hale-Shaw Hydraulic, Thomson-Houston Electric, Westinghouse Scott Telemotor.* } *Etabls. P. Duclos.* Steering Gear, *Hand* *Etabls. Paul Duclos.*

Boats *10 lifeboats @ 85.60* Steering Chains, Size and Test *None. Direct Gear.* *Electric T. B. Thrice. Odense.*

2 whalers @ 72.00 *1 dingy @ 65.00* *1 dingy @ 54.00* Windlass

Ceiling in Holds, thickness and material *65 1/2 fir.* Cargo Battens, thickness, material and spacing *50% fir. 150% berth spacing.*

Cargo Hatchways.—(Upper Deck) *Steel plates and angles.* Thickness of Hatches *Baltic pine.*

Size of No. 1 Hatchway (Forward) *5.60 x 4.50* No. 2 *7.70 x 5.50* No. 3 *2.10 x 3.00* No. 4 *6.30 x 4.50* No. 5 *4.90 x 4.50* No. 6 ✓

Number of Shifting Beams *and/or Fore and Afters* *One at h.o. 3; two at h.o. 5; three at h.o. 1 and 4; four at h.o. 2.*

Builder's Signature *J. B. 11/11/11* SOCIÉTÉ DES ATELIERS & CHANTIERS DE FRANCE DUNKERQUE

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Secretary's and Paris Office letters and in other respects in conformity with the Rules.

The materials and workmanship are good.

The weather decks, gutters, water-tight bulkheads, shaft tunnel and water-tight doors have been hose-tested and found satisfactory.

The double bottom tanks (water ballast, fresh water, oil fuel and Cofferdams); oil fuel bunkers and both peak tanks have been tested under the required water pressure and found satisfactory.

The water-tight doors, Downton hand pump, steering gears and windlass have been examined under working conditions and found satisfactory.

The vessel has a

(Rate L1 = £158.65)

The amount of Entry Fee £1745.- Fees applied for, 29.10.1926

Special Survey Fee... £66.256.- Received by me, (Please see note re; bollin davit and after peak bulkhead in General Declaration.)

Interim Cert. £167.-

Paris Office Travelling Expenses, if any £648.-

State whether the Vessel has been built under Special Survey Yes. 606

Signature *John Wright*

Surveyor's Signature *James O'Connell*

Certificate to be sent to *Dunkirk.* Date of issue *4/1/27*

Committee's Minute TUES. 4 JAN 1927

Character assigned *100 A1 With Freeboard.*

+ L.M.C. 10.26 C.R.

Oil Engines

DB 100 lbs.

(See note up to 6353 for comp. Survey)

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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.)

Cruiser stern and is fitted with an electric lighting installation and wireless telegraphy.

The following freeboards have been assigned by the Bureau Veritas and these have been marked on the vessel's side and cut in:—Summer (Centre of disc) 4'-0.85 below top of upper wood deck or side.

Fresh water. 0'-1.50 above Centre of disc.

The vessel has been placed in dry dock and the bottom and hullsides cleaned, examined and recoated.

Helix davits. Arrangements have been made to test these davits on the vessel's arrival at Marseilles. (Please see Secretary's letter dated 'M' 22nd October 1926)

After Peak Bulkhead. Addition Stiffening will be fitted at Marseilles. Please Secretary's letter dated 'M' 29th October 1926. (Marseilles Surveyors have been advised)

Please refer to Copy of Interim Certificate forwarded herewith together with a print of Midship Section: 2 Casting and forging reports relating to the Stern frame and hullsides and a letter received from the Owners in regard to the Revised Rules and the Equipment.

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

1st Bower
2nd "
3rd "

Anchors tested by the Surveyor to the Bureau Veritas. (see Secy letter 29.10.26)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 81'-200 Forecastle 15'-
(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) 2 decks (Steel—upper tank and 3rd deck (Steel) in holds.

Official No. ☒ ; Signal Letters ☒

Is bottom of Vessel coated with cement ☒

Particulars of composition ☒ Except in way of double bottom oil fuel tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. ft.	Water Capacity. Tons.	Where Fitted.	*Length. ft.	Water Capacity. Tons.
Double bottom, forward.	51.100	354.	Fore peak tank,		
Double bottom, under Engines and Boilers.			After peak tank,		
Double bottom, under Machinery (oil fuel.)	21.000	245.	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, aft.	32.900	197.	Other tanks, if fitted,	2 side oil fuel bunkers.	4'-200
Total capacity of double bottom		796.	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 193.

Date 13. Oct. 1924.

Dates of Surveys held while building

1923. Nov. 15. 20. Dec. 24. 1924. Mar. 27. June 24. July 9. 22. 26. Aug. 2. 18. 27. Sept. 4. 12. 13. 15. 24. Oct. 2. 7. 18. Dec. 1. 10. 17. 26. 1925. Jan. 6. 10. 21. Feb. 6. 19. 26. 27. Mar. 4. 6. 18. 27. Apr. 3. 8. 25. May 6. 13. 16. 26. 30. June 3. 10. 17. 24. 27. 28. July 4. 9. 18. 23. 25. 31. Aug. 3. 4. 8. 18. 21. 22. 4. 5. 6. 7. 8. 31. Sept. 1. 2. 3. 4. 7. 8. 9. 10. 14. 15. 16. 17. 18. 21. 22. 31. Oct. 1. 2. 3. 8. 9. 30. Dec. 1. 2. 6. 7. 14. 15. 16. 17. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 1926. Jan. 2. 3. 4. 8. 9. 11. 12. 17. 19. 22. 26. Feb. 2. 6. 8. 11. 27. 30. Apr. 5. 10. 14. 19. 20. 1. 7. 30. Sept. 3. 7. Total No. of Visits 141.