

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office: FEB 12 1922

Date of completion of report 31st May 1922.
Survey held at Londonderry

State if Report is also sent on the Machinery of the Vessel *Yes herewith*
Port of *Belfast*
Date, First Survey 25th January 1921 Last Survey 26th May 1922

No. 8749

On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer "NAUSICAA"*

Rig fore and aft schooner

TONNAGE under 4574.74
Tonnage Deck ...
Do. between Tonnage Dk. and 3rd and 4th Dk. ...
Total under Upper Dk. ...
Do. of Poop ...
Do. of H.Q. Deck ...
Do. of Bridge House ...
Do. of Forecastle ...
Do. of Houses on Dk. ...
Do. of Deck of Hatchways ...
Do. above Crown of Engine Room ...
Gross Tonnage 5053.64
Less Crew Space ...
Less above Crown of Engine Room ...
TONNAGE FOR FEES ...
Less Engine Room ...
Less Navigation Spaces ...

CLASS 100 A1
Breadth (greatest moulded) 152.5
Depth, at middle of length from top of keel to top of upper deck beams at side 129.25
Transverse Number 81.75
Length on deck from fore part of stem to after part of stern post 388
Longitudinal Number 131719
Depth "d", at middle of length (See Secs. 2 & 13) ...
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.26
" Long Bridge Deck Beam at side to top of keel ...

Master ...
Year of appointment ...
Built at Londonderry
When built 1922-5ms Launched 11th March 1922
By whom built The North of Ireland S.B. Co. Ltd.
Owners Compagnie Auxiliaire de Navigation
Managers ...
Residence ...
Port belonging to Havre.

Register Tonnage as cut on Beam 2961.76
Destined Voyage ...
If Surveyed while Building, Afloat, or in Dry Dock Yes.

LENGTH on Deck as per Rule	Feet	Inches	BREADTH Moulded	Feet	Inches	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet	Inches	No. of Decks with flat laid	No. of Tiers of Beams
388	0		52	6		29	1		2	2
						Do.				

Moulded depth, ft. 29 ins. 3 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.
To Upper Dk.

FRAMING.						PILLARS.				KEELSONS & STRINGERS.			
Longitudinal Framing.						PILLARS In 'tween Deck, size and spacing				CENTRE LINE KEELSON, Vertical Plates above			
FRAME, Angles, Bars amidships						" Hold				" Through Plate, or Intercoastal Plate			
Do. in peaks						" Quarter 'tween Dks.				" Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors.						" in Hold				" Horizontal Plates on Floors			
" in engine room										" Angles or Bulb Angles			
Spacing of Frames from centre to centre amidships										SIDE KEELSONS, Number			
" length to Collision bulkhead in peaks.										" Angles or Bulb Angles			
" length to Collision bulkhead in peaks.										" Plate above floors, for length			
REVERSED FRAME, Angles in Forecastle										" Intercoastal Plate, for length			
Do. in way of Double Bottoms at Solid Floors.										" Attached to outside Plating with Angle			
" in engine room										BILGE KEELSON, Angles			
" in engine room										" Intercoastal Plate for length			
" in engine room										" Attached to outside Plating with Angle			
" in engine room										SIDE STRINGERS, Number			
" in engine room										" Angle			
" in engine room										" Intercoastal Plate, for length			
" in engine room										" Attached to outside plating with Angle			
" in engine room										Upper Deck Stringer Plate, br'dth & thickness			
" in engine room										" (clear of Bridge)			
" in engine room										" br'dth & thickness			
" in engine room										" (in way of Bridge)			
" in engine room										" Angle (clear of Bridge)			
" in engine room										" Tie Plate at sides of Hatchways			
" in engine room										" Deck, * Iron or Steel, for full lng.			
" in engine room										" Thickness (clear of Bridge)			
" in engine room										" (in way of Bridge)			
" in engine room										" Wood Deck, Material & thickness			
" in engine room										Second Deck Stringer Plate, br'dth & thickness			
" in engine room										" Angles on ditto, No. one			
" in engine room										" Tie Plates outside Hatchways			
" in engine room										" Deck, * Iron or Steel, for full lng.			
" in engine room										" Wood Deck, Material & thickness			
" in engine room										Third Deck Stringer Plate, br'dth & thickness			
" in engine room										" Angles on ditto, No.			
" in engine room										" Tie Plates, outside Hatchways			
" in engine room										" Deck, * Material and thickness			
" in engine room										Fourth and Fifth Deck Stringer Plate, br'dth & thickness			
" in engine room										" Angles on ditto, No.			
" in engine room										" Tie Plates outside Hatchways			
" in engine room										" Deck, Material & thickness			
" in engine room										Poop Deck Stringer Plate, breadth & thickness			
" in engine room										" Angle on ditto			
" in engine room										" Tie Plates			
" in engine room										" Deck, Material and thickness			
" in engine room										Bridge Deck Stringer Plate, br'dth & thickness			
" in engine room										" Angle on ditto			
" in engine room										" Tie Plates			
" in engine room										" Deck, Material and thickness			
" in engine room										Forecastle Deck Stringer Plate, br'dth & th'kns			
" in engine room										" Angle on ditto			
" in engine room										" Tie Plates			
" in engine room										" Deck, Material and thickness			

Form No. 1A. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION LONGITUDINAL. PLATING. STRAKES. BUTTS. RIVETING. Upper Deck Stringer Plate. Second Deck Stringer Plate. FRAMES extend in one length from Middle Line to Poop & Forecastle in fore & after peaks. REVERSED FRAMES on Deck and frames extend from and middle line to engine room tank top in engine room elsewhere longitudinal framing. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Sails, and the following spare sails.

EQUIPMENT No. 33403. LETTER "Y". ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. General Remarks. The vessel has been built in accordance with the plans approved by the Committee the Surveyor's letters of the above mentioned dates and in other respects in general conformity with the Rules, and the workmanship and materials are good. The cargo oil tanks, copper dams, oil fuel tanks and water ballast tanks have been tested as required by the Rules and found good. The keel was sighted before launching and found straight. In way of cargo oil tanks and oil fuel tanks the inner surface of the bottom plating was not continued except for fillets at the landing edges and butts. In way of the engine room tanks, boiler room bilges and peaks the bottom was unwarped as usual. The approved plans nine in number together with five forging reports are enclosed herewith for reference. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.B. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Character assigned. 100A1. Carrying petroleum in bulk. Lloyd's A & B. P. Tins for oil fuel 5.22 F.O. above 15.0. 2019. Lloyd's Register. W518+0124(212).

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of $\frac{1}{2}$ L & C		Bull angles on sides Channels on bottom.													
Frames in Bridge 'tween Decks ...		Transverse framing.													
Frames from Uppermost Continuous Deck		No. 1													
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