

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office.

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

Date of completion of report 15-7-21
 Survey held at St. Nazaire
 On the UNION
 TONNAGE under (Grs. 40.15)
 Tonnage Deck...
 Do. between Tonnage Dk. and 3rd and 4th Dk.
 Total under Upper Dk. 5304.29
 Do. of Poop 85.13
 Do. of Bridge House 10.50
 Do. of Forecastle 516.12
 Do. of Houses on Dk. 107.19
 Do. of excess of Hatchways 186.18
 Do. above Crown of Engine Room 52.02
 Less Crew Space 78.11
 Gross Tonnage 6339.54
 Less Engine Room 275.36
 Less Navigation Spaces 131.57
 Tonnage for Pass. 16.33
 Less Engine Room 2028.65
 Less Navigation Spaces 63.16
 Chart room 11.06
 Register Tonnage 3813.41
 as cut on Beam

Port of Nantes
 Date, First Survey 13-12-19
 Last Survey 13-12-19
 Rig 2 twin masts
 CLASS 100A1
 metres
 Breadth (greatest moulded) 17.500
 Depth, at middle of length from top of keel to top of upper deck beams at side 9.750
 Transverse Number 27.25
 Length on deck from fore part of stem to after part of stern post 128.75
 Longitudinal Number 3508.4
 Depth "d," at middle of length (See Secs. 2 & 13) 6.154
 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.2
 " " Long Bridge Deck Beam at side to top of keel 10.6

Master
 Year of appointment
 Built at St. Nazaire
 When built 1920 Launched 28-9-1920
 By whom built Me. & Ch. de Penhoët
 owners Cie. Francaise d'Armement et
Managers d'Importation de Nitrate de Soude
 Residence 11. B. Malesherbes, Paris
 Port belonging to Dunkirk

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock B.A. & R.

LENGTH on Deck per Rule	BREADTH Moulded	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	No. of Decks with flat laid	No. of Tiers of Beams
<u>128.75</u>	<u>17.50</u>	<u>8.80</u>	<u>2</u>	<u>2</u>
Moulded depth, <u>19.15</u>	Moulded depth, <u>19.15</u>	To Bridge Dk. <u>300</u>	Round of Upper Dk. Beam, Actual	
Dimensions of Ship per Register, Length <u>129.78</u> breadth <u>17.48</u> depth <u>8m.84</u>				
FRAMING.		FORGINGS or CASTINGS.		
FRAME, Angles, or <u>C</u> Beam amidships		KEEL, Bar, depth and thickness		
Do. in peaks		STEM, moulding and thickness		
Do. in way of Double Bottoms at Solid Floors		STERN-POST for Rudder do. do.		
" Bilge at intermediate Bkts.		" for Propeller		
" " " "		RUDDER—A x D Table 22		
" " " "		" Main-Piece, diameter at head		
" " " "		" " " at heel		
" " " "		RUDDER, how constructed <u>Single plate 30 1/2 in</u>		
" " " "		Can the Rudder be unshipped afloat? <u>Yes</u>		
FRAMING.		KEELSONS & STRINGERS.		
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
" " " "		Rider Plate		
" " " "		Flat Plate Keel Angles		
" " " "		Horizontal Plates on Floors		
" " " "		Angles or Bulb Angles		
" " " "		SIDE KEELSONS, Number		
" " " "		Angles or Bulb Angles		
" " " "		Plate above floors, for length		
" " " "		Intercoastal Plate, for length		
" " " "		Attached to outside Plating with Angle		
" " " "		BILGE KEELSON, Angles		
" " " "		Intercoastal Plate for length		
" " " "		Attached to outside Plating with Angle		
" " " "		SIDE STRINGERS, Number		
" " " "		Angle		
" " " "		Intercoastal Plate, for length		
" " " "		Attached to outside plating with Angle		
" " " "		Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)		
" " " "		" " " " (in way of Bridge)		
" " " "		" " " " Angle (clear of Bridge)		
" " " "		" " " " Tie Plate at sides of Hatchways		
" " " "		" " " " Deck * Iron or Steel, for full lng.		
" " " "		" " " " Thickness (clear of Bridge)		
" " " "		" " " " (in way of Bridge)		
" " " "		" " " " Wood Deck, Material & thicknss		
" " " "		Second Deck Stringer Plate, br'dth & thickness		
" " " "		" " " " Angles on ditto, No. 2		
" " " "		" " " " Tie Plates outside Hatchways		
" " " "		" " " " Deck * Iron or Steel, for full lng.		
" " " "		" " " " Wood Deck, Material & thickness		
" " " "		Third Deck Stringer Plate, br'dth & thickness		
" " " "		" " " " Angles on ditto, No.		
" " " "		" " " " Tie Plates, outside Hatchways		
" " " "		" " " " Deck * Material and thickness		
" " " "		Fourth and Fifth Deck Stringer Plate, breadth & thickness		
" " " "		" " " " Angles on ditto, No.		
" " " "		" " " " Tie Plates outside Hatchways		
" " " "		" " " " Deck, Material & thickness		
" " " "		Poop Deck Stringer Plate, breadth & thickness		
" " " "		" " " " Angle on ditto		
" " " "		" " " " Tie Plates		
" " " "		" " " " Deck, Material and thickness		
" " " "		Bridge Deck Stringer Plate, br'dth & thickness		
" " " "		" " " " Angle on ditto		
" " " "		" " " " Tie Plates		
" " " "		" " " " Deck, Material and thickness		
" " " "		Forecastle Deck Stringer Plate, br'dth & th'kns		
" " " "		" " " " Angle on ditto		
" " " "		" " " " Tie Plates		
" " " "		" " " " Deck, Material and thickness		
" " " "		BULKHEADS.		
" " " "		W. T. BULKHEADS		
" " " "		COLLISION		
" " " "		PARTITION		
" " " "		LONGITUDINAL		
" " " "		Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>		
" " " "		Are the Staircase Valves and Watertight Doors in efficient working order? <u>Yes</u>		

Correspondence Cont^d - July 2-13-15-22-27 Sept. 8-16-18-21-23-28 Oct. 2-4-11-13-18-1921 Mar. 14-16-30 -

Apr. 15 May 10 June 1 - (103) - London 9-3-20 -

General Remarks Cont^d - State as almost to appear being done
helpfully. Had it not been that the owners had employed our late
surveyor at Nantes, Mr. Kerr, to give his whole time to this ship, it
would have been impossible for us to properly survey this vessel's
construction, as it would have necessitated one man's whole
time & attention. As it is, I am much indebted to Mr. Kerr for his
assistance. The saving grace has been the excellence of the
workmanship throughout. *Q.D.*



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