

# Awning or Shelter Deck, or Pt. Awning Deck.

# STEEL STEAMER.

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

Port of *Havre* Date of completion of Report *27 December 1912* Received at London Office  
 Survey held at *Havre* Date, First Survey *22 December 1911* Last Survey *18 December 1912*  
 On the *Steel steamship "VILLE D'ALGER"* Rig *2 pole masts*  
 Tonnage under Tonnage Deck... *3240.37* CLASS *100A1 Shelter Deck* Master *G. Leperson*  
 Do. between Tonnage Dk. and 2nd, 4th, or Awning Dk. *1090.90* Breadth (greatest moulded) *46.66* Year of Appointment *1912*  
 Total under Upper Dk. *4331.27* Depth, at middle of length from top of keel to top of *28 -*  
 Do. of Poop *84.66* *added for erections on shelter deck*  
 R. Gr. Dk. *260.66* Transverse Number *78.43* Built at *Havre*  
 Forecastle *53.30* Length on deck from fore part of stem to after part of *350.16* When built *1912* Launched *11 September 1912*  
 Houses on Deck *78.98* sternpost *27463* By whom built *Soc. An. des Forges et Ch. de*  
 egress of Hatchways *8.47* Longitudinal Number *27463* Owners *Cie Havraise Peninsulaire*  
 Crown of *40.13* Depth "d" at middle of length. See Secs. 2 & 13... *13.11* Managers *Havre*  
 Tonnage *4857.47* Proportions, Depths to Length, Uppermost Continuous *9.8* Residence *Havre*  
 Deck at side to top of keel *12.5* Port belonging to *Havre*  
 Space *230.53* Destined Voyage *Mauritius* If Surveyed while Building, Afloat, or in Dry Dock *Both*  
 Room *4626.89*  
 FOR FEES... *1554.39*  
 Migration Spaces *67.93*  
 Tonnage *3004.57*

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles, <i>E</i> Bars, amidships	6 1/2	3 1/2	4 1/2	6 1/2	3 1/2	4 1/2	PILLARS, in <i>Shelter Deck</i> , size and spacing	2 1/2	50	2 1/2	50
Peaks	6 1/2	3 1/2	4 1/2	6 1/2	3 1/2	4 1/2	" " Hold <i>between upper shelter and in Bridge</i>	2 1/2	50	2 1/2	50
Way of Double Bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" " Quarter, 'tween Dks., "	2 1/2	50	2 1/2	50
" " at intermdt. Bkts.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" " in Hold	2 1/2	50	2 1/2	50
Frames from centre to centre amidships	25	-	25	25	-	25	KEELSONS AND STRINGERS.				
Length to collision bulkhead	25	-	25	25	-	25	CENTRE LINE KEELSON, Vertical <i>Plates above</i>	4 1/2	160	4 1/2	160
Frames from centre to centre in peaks	24	-	24	24	-	24	" Rider Plate	4 1/2	54	4 1/2	54
D FRAME, Angles... <i>none</i>	-	-	-	-	-	-	" Flat Keel Plate Angles	4 1/2	58	4 1/2	58
Way of Double bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Horizontal Plates on Floors	4 1/2	54	4 1/2	54
" " at intermdt. Bkts.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Angles or Bulb Angles	4 1/2	54	4 1/2	54
depth of girder	6 1/2	-	6 1/2	6 1/2	-	6 1/2	SIDE KEELSONS, Number	3	-	3	-
Depth and thickness of Floor Plate	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" Angles or Bulb Angles	3 1/2	3 1/2	4 1/2	3 1/2
Mid-line for length amidships	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" Rider Plate above floors, for <i>Boiler space</i> length	2 1/2	54	2 1/2	54
Way of Engine and Boiler spaces	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" Intercoastal Plate, for <i>5' 6"</i> length	3 1/2	46	3 1/2	46
less at the ends of vessel	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" Attached to outside plating with Angle	3 1/2	3 1/2	3 1/2	3 1/2
at the half-bath, as per Rule	-	-	-	-	-	-	BILGE KEELSON, Angles	-	-	-	-
extended at the Bilges	-	-	-	-	-	-	" Intercoastal Plate, for <i>Boiler space</i> length	3 1/2	52	3 1/2	52
BRACKETS, in Cell Dble Bottoms	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" Attached to outside plating with Angle	3 1/2	44	3 1/2	44
state if flanged (top & bottom)	no	-	no	no	-	no	SIDE STRINGERS, Number	one	-	one	-
spacing	25	-	25	25	-	25	" " Angle	flanged 6"	6"	flanged 6"	6"
DECK, in Dbl. bottom, dpth & thickness	4 1/2	-	4 1/2	4 1/2	-	4 1/2	" " Intercoastal Plate, for <i>whole lng.</i>	1 1/2	40	1 1/2	40
" Angles, Top	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Attached to outside plating with Angle	3 1/2	40	3 1/2	40
" " Bottom	4 1/2	4 1/2	5 1/2	4 1/2	4 1/2	5 1/2	Awning or Shelter Deck Stringer Plates, breadth and thickness	4 1/2	50	4 1/2	50
" " to Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Angle on ditto <i>outside Bridges</i>	4 1/2	56	4 1/2	56
number and thickness	one	-	one	one	-	one	" Tie Plates, fore and aft, outside Hatchways	4 1/2	44	4 1/2	44
state if flanged (top & bottom)	no	-	no	no	-	no	" Deck * <i>Iron or Steel</i> , for <i>whole lng.</i>	3 1/2	34	3 1/2	34
depth (exclusive of flange)	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Wood Deck. Material & thickness	no wood	deck laid thereon	no wood	deck laid thereon
and thickness	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	Upper Deck Stringer Plate, breadth and thickness	4 1/2	44	4 1/2	44
outside plating	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Angles on ditto, No. 2	3 1/2	44	3 1/2	44
floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Tie Plates, outside Hatchways	4 1/2	44	4 1/2	44
Brackets above at bilge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Deck * <i>Iron or Steel</i> , for <i>whole lng.</i>	3 1/2	34	3 1/2	34
PLATING, breadth and	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	" Wood Deck. Material & thickness	no wood	deck laid thereon	no wood	deck laid thereon
Middle Line Strake	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	Second Deck Stringer Plates, br'dth & thck'n's	4 1/2	44	4 1/2	44
in Engine and Boiler space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	" Angles on ditto, No. 2	3 1/2	44	3 1/2	44
Remainder in Holds	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	" Tie Plates, outside Hatchways	3 1/2	30	3 1/2	30
Awning or Shlter Dk, Single Angle, <i>Plate, Tee Bulb or Channel</i>	5 1/2	3 1/2	4 1/2	5 1/2	3 1/2	4 1/2	" Deck * Material and thickness	steel	30	steel	30
on upper edge	25	-	25	25	-	25	Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness	-	-	-	-
Upper Deck, Single Angle, Bulb Angle, <i>Plate, Tee Bulb or Channel</i>	5 1/2	3 1/2	4 1/2	5 1/2	3 1/2	4 1/2	" Angles on ditto, No.	-	-	-	-
on upper edge	25	-	25	25	-	25	" Tie Plates, outside Hatchways	-	-	-	-
Second, Third & Fourth Deck, Single <i>Plate, Tee Bulb or Channel</i>	7	3 1/2	4 1/2	7	3 1/2	4 1/2	" Deck. Material and thickness	-	-	-	-
on upper edge	25	-	25	25	-	25	Poop Deck Stringer Plate, breadth & thickness	3 1/2	34	3 1/2	34
Poop Deck, Angle, Bulb Angle, Plate, <i>Plate, Tee Bulb or Channel</i>	7	3 1/2	4 1/2	7	3 1/2	4 1/2	" Angles on ditto	3 1/2	34	3 1/2	34
on upper edge	25	-	25	25	-	25	" Tie Plates	9	34	9	34
Angles on upper edge	48	-	48	48	-	48	" Deck. Material and thickness <i>Plating</i>	3 1/2	34	3 1/2	34
BEAMS, Bridge Deck, Angle, Bulb Angle, <i>Plate, Tee Bulb or Channel</i>	8	2 1/2	4 1/2	8	2 1/2	4 1/2	Bridge Deck Stringer Plate, br'dth & thickness	4 1/2	50	4 1/2	50
" Angles on upper edge	50	-	50	50	-	50	" Angle on ditto	4 1/2	56	4 1/2	56
BEAMS, Forecastle Deck, Angle, Bulb Angle, <i>Plate, Tee Bulb or Channel</i>	8	2 1/2	4 1/2	8	2 1/2	4 1/2	" Tie Plates <i>Steel Deck, whole length</i>	3 1/2	34	3 1/2	34
" Angles on upper edge	48	-	48	48	-	48	" Deck. Material and thickness <i>wood sheathed</i>	3 1/2	34	3 1/2	34
" Spacing	48	-	48	48	-	48	Forecastle Deck Stringer Plate, br'dth & th'k'n's	3 1/2	34	3 1/2	34
" Angles on upper edge	48	-	48	48	-	48	" Angle on ditto	3 1/2	34	3 1/2	34
" Spacing	48	-	48	48	-	48	" Tie Plates <i>Steel Deck</i>	3 1/2	34	3 1/2	34
" Angles on upper edge	48	-	48	48	-	48	" Deck. Material and thickness <i>wood sheathed</i>	3 1/2	34	3 1/2	34



	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as App.	Inches per Rule. Or as App.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
and spacing	9	18	9	18	KEEL, Bar, depth and thickness	Flat plate	
brdth. & thickness	18	40	18	40	STEM, moulding and thickness	10 + 25	10 + 25
B. Space, No. & spacing	5	18	5	18	STERN-POST for Rudder do. do.	9 + 7	9 + 7
brdth. & thickness	18	40	18	40	for Propeller	10 + 7	10 + 7
After Body, No. and spacing	8	18	8	18	RUDDER-A x D* Table 22. Speed	130 x 3	130 x 3
brdth. & thickness	18	40	18	40	Main-Piece, diameter at head	9 1/2	9 1/2
No. of Side Stringers	one	18	40	18	at heel	7.3	7.3
Size of Face, Angles to Web-Frames	7 + 3 1/2	62	7 + 3 1/2	62			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18	40	18	40			

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
			Horizontal.		Vertical.			
	Vessel.	Per Rule.	Size.	Spacing.	Size.	Spacing.		
W.T. BULKHEADS	6	6	34	63	34	63	Double	Up to
at frames								
6.38.65.90								
134.160								
COLLISION			34	63	34	63	Double	Up to
PARTITION								
LONGITUDINAL								
Are the outside Plates doubled two spaces of Frames in length? No. Large brackets								
Are the Stairs Valves and Watertight Doors in efficient working order? Yes								

RUDDER, how constructed	Thickness of Plates or Single Plate	Can the Rudder be unshipped afloat?
Built 6 arms	Single plate 1.07	Yes
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?		
Acieries Denain Anzin Siemens Martin steel tested at the steel works		
Has the Steel been tested as required by the Rules? Yes		

STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES, Ordinary or jogged?				BUTTS.			
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					Breadth.	Thickness.	Breadth.	For what Length.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.					Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL	46	.92	.66	.66	46	.92	Double	6 3/4	1 1/8	3 1/2	Double	1 1/8	3 1/2	21	Double	9
GARBOARD or A Strake	72	.56	.46	.56	72	.56	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
B	72	.56	.50	.56	72	.56	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
C	71	.60	.50	.60	71	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
D	62	.60	.50	.55	62	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
E	62	.60	.44	.60	62	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
F	58	.58	.44	.58	58	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
G	58	.58	.44	.58	58	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
H	58	.58	.44	.58	58	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
J	58	.58	.44	.58	58	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
K	58	.58	.44	.58	58	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		9	
L	58	.60	.44	.60	58	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
M	46	.58	.46	.58	46	.58	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
N	46	.60			46	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
O	46	.60			46	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
P																
Q																
R																
S																
T																
U																
V																
W																
THICKNESS OF STRAKE	46	.60			46	.60	Double	5 1/4	7/8	3 1/2	Double	7/8	3 1/2		12	
CLEAR OF LONG BRIDGE	58	.60			58	.60	Single	5 1/4	7/8	3 1/2	Single	7/8	3 1/2		12	
DO. OF STRAKE BELOW																
Base of Flat Plate Keel																
" Sheerstrakes	20ft	.60	at end of Bridge		20ft	.60										
Length and thickness.																
POOP SIDES				.36		.36	Single	2 1/2	3/4	3	Double	3/4	2 3/4		5	
SHORT BRIDGE SIDES		.60				.60	Double	5 1/4	7/8	3 1/2	Double	7/8	3 1/2		12	
FORECASTLE SIDES			.40			.40	Single	2 1/2	3/4	3	Double	3/4	2 3/4		5	

Butts, riveted for	Whole length amidship.
Shelter Deck	Whole length amidship.
Stringer Plate	Whole length amidship.
Upper Deck	Whole length amidship.
Stringer Plate	Whole length amidship.
Lead Deck Butts	treble riveted for whole length
Shingleplate	Straps overlapped for whole length

Butts of Side Stringers	Continuous between web frames riveted.
Tie Plates	Double middle
Inner Bottom Plating, riveting of Edges	Single elsewhere
Centre Girder Butts, treble riveted	Keelson Butts, riveted.
Frames, riveted through Plates with	7/8 in. Rivets, about 6 ins apart.
Rivets, state whether Iron or Steel	mild steel

FRAMES extend in one length from	margin plate to shelter, bridge, poop or foredeck	State if ordinary or jogged
REVERSED FRAMES on floors and frames extend from	not used.	ordinary
State if ordinary or jogged		

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	85ft	20 + 60	17 + 35	17 + 50	11 + 30	2	4	3 1/2 + 3 1/4	single	Double treble
	Main	76	22 + 55	17 + 30	17 + 45	11 + 30	2	4	3 1/2 + 3 1/4	single	Double treble
	Mizen										
Bowsprit	No bowsprit										
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds	4" Circumference										
Sails.	one	Suit of five									
Sails, and the following spare sails											



EQUIPMENT No. 29611		LETTER W.				ANCHORS.											
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.				TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ..	To be supplied															
15651	2nd ..	52	3	14	anchors head	44	3	1	21	52	2	-	-	Byers stockless	-	Shim. 7 1/2	
15668	3rd ..	44	2	14	total at	39	0	1	7	44	2	-	-	Byers stockless	-	do	
	Collective weight				Dundee					149	2	-	-				
10877	Stream ....	15	1	0	3	3	24	16	14	1	14	15	-	-	Iron stock	William Gifford	
10878	Kedge .....	6	2	10	1	2	18	8	17	2	0	6	-	-	Iron stock	Cradley Heath	

17 Patent State Name of Patentee.

1912

CHAIN CABLES.													HAWSERS AND WARPS.					
Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.		
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
270	270	2 1/16	7 5/10	10 7/10	653.1.5	573.2.14	270	2 1/16	Shad Link	Gorenewell & Co. Ltd.	May 28 <sup>th</sup> 1912. F. H. Morel	TOWLINE	120	4 1/2	39	120	4 1/2	
												HAWSERS & WARPS	90	7	40	90	7	
158												"						
Stream in or	90	1 3/16	25 7/10	38	66.0.10	65.0.16	90	1 3/16	Shad Link	Hingley & Sons	Nepton Oct 9. 1912 H. Green	"						

ats. 2 seamless 25' long. 2 wood 20ft.  
 mps, Number one fly wheel Pump.  
 ndlass is good and efficient made by Clarke Chapman.  
 gine Room Skylights. How constructed? Steel.  
 al Bunker Openings. How constructed? Steel.  
 mber of Scuppers, and numbers and dimensions of Freeing Ports, &c. 11 scuppers no freeing Ports in tween Decks.  
 iling in Holds, thickness and material 2 1/2" pitch pine.  
 rgo Hatchways. How formed? Steel coverings. 45" thick - 30" over shelter deck.  
 te size No. 1 Hatch (Forward) 20' 8" + 15' No. 2 Hatch 25' + 15' No. 3 Hatch 23' + 15' No. 4 Hatch 20' 8" + 15'  
 mber of Web Plates, Shifting Beams and Fore and Afters to each Hatch two web plates and 3 fore & afters to each hatch.  
 No. of Breasthooks Three No. of Crutches Two  
 ulworks, height above deck and description No bulwarks. (Iron Railings) Main Rail and Stays, material and size.  
 he foregoing is a correct description. *Secrétaire Général*  
 uilder's Signature (here only) *Edm. Lavoisier* Surveyor's Signature *W. Boyer* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 11 Oct 1911 -  
 M 22 & 23<sup>rd</sup> May 1912. 28<sup>th</sup> June 1912. 11<sup>th</sup> July & 14<sup>th</sup> December 1912

Workmanship. Are the butts of plating planed or otherwise fitted? overlapped butts.  
 Is the riveted work properly closed? Yes.  
 Are the liners between the frames and plates solid single pieces? Yoggled plating.  
 to plate, &c., conform well to each other? Yes.  
 from the faying surfaces? Yes.  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.  
 Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes.  
 Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans, but the following alteration took place in course of construction (Letter M 22 May 1912):  
 between upper and shelter decks 2 rows of pillars 2 1/2" diameter were fitted instead of wide spaced pillars and the girders below upper deck increased as per approved sketch enclosed.  
 In Bridge also 2 rows of pillars 2 1/2" diam were fitted with girders at head.  
 The steel used in the construction has been made at approved works and tested before delivery.  
 The workmanship has been found good and efficient.  
 The riveting is made with pneumatic tools and found good.  
 The floors were riveted before being erected with hydraulic machines.  
 Provisional certificate requested has been delivered as per attached copy.  
 Certificate on large forgings attached with this Report.  
 This vessel is sister ship of the sp. "Ville de Bordeaux" Rph 3039 Hare.  
 & of sp. "Ville d'Oran" Rph 3111 Hare.  
 With the only exception of pillaring in upper tween decks as said over.  
 The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee £ 126. 25.  
 Special Survey Fee £ 35. 45.  
 Travelling Expenses, if any £ 20.  
 State whether the Vessel has been built under Special Survey Yes.  
 I am of opinion this Vessel should be Classed 100A1 Shelter deck with freeboard.  
 With, or without Freeboard, as condition of Class with freeboard.  
 Fees applied for, 28<sup>th</sup> December 1912.  
 Received by me, 31<sup>st</sup> Dec 1912.  
 Certificate to be sent to this office Date of issue  
 2 cert. issued 13.1.13  
 complete returned 19/12/12.  
 W. Boyer  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Character assigned  
 FRI. JAN. 10. 1913  
 100A1  
 shelter deck with freeboard } only  
 as now  
 without all restriction  
 FRI. DEC. 19. 1913  
 TUE. JAN. 14. 1913  
 TUE. JUN. 24. 1913  
 TUE. NOV. 25. 1913  
 FRI. DEC. 19. 1913  
 Lloyd's Register  
 W705-0141 (2912)



Inches in Ship. Inches in Ship. Inches per Run Or.

No. and spacing  
B. Space, No. & spacing  
After Body, No. and space

No. of Side Stringer  
Size of F  
BRACKET PL  
Web Frames,  
BULKHEAD  
W.T.BULKHE  
at frames  
6.38.65.9  
134.160  
COLLISION  
PARTITION  
LONGITUDE  
and scant  
Are the outside  
Are the Stices  
STRAP  
FLAT PLATE I  
(If Bar Keel, stat  
GARBOARD OR  
State actual  
thickness in  
way of Double  
Bottom.  
2<sup>d</sup> Dk sheer to H  
J  
upper Dk sheer K  
L  
lower Dk sheer M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y  
Z  
THICKNESS OF S  
CLEAR OF LONG  
DO. OF STR  
Base of Flat  
Shed  
Length and ti  
POOP SIDES  
SHORT BRIDGE  
FORECASTLE S  
Bridge  
Awning or  
Shelter De  
Stringer Pl  
Upper Dec  
Stringer Pl  
Seed t  
Longer pl  
FRAMES exte  
REVERSED I  
LOWER MASTE  
Bowsprit (ne  
Topmasts, Yan  
Rigging, Mate  
Sails. on

9 suspended the 11th September 1912 through collision with the Dock gates at Havre one 18 in E stake from stem and 2d plate in T stake indented and two frames bent 5 were made in drydock to satisfaction, plate E removed and faired plate F faired also frame faired in place and the whole refitted in order -

Loss of Equipment In course of trials on the Havre Roads the 12th December 1912. The vessel being moored on the Roads the port chain broke through heavy panting and three lengths of cable and anchor lost. A provisional bow anchor of proper size has been placed on board for the voyage and three lengths of chain cable are to be also provisionally placed at Marseilles at the call of the vessel in a few days. Local surveyor informed. The certificate of the lost anchor has not been mentioned in the present Report. The Equipment will be placed definitively in order at next stay in Havre in about five months.

M J Boyer

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38 ft., R.Q.D. ✓ ft., Bridge 104 ft., Forecastle 34 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to Bridge*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given should appear in the Register Book) *Shelter deck (steel) and two decks (steel) not covered with wood.*

Official No. ✓ ; Signal Letters *LJPT* State if Machinery is fitted aft *No*

How are the surfaces preserved from oxidation? Inside *With Cement fitted throughout in Double bottom.* Outside *Red lead + coats of paint holds bridges and peaks and red lead at sides and other steelwork.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons.
Double bottom, aft,	104	211	Fore peak tank,	-	-
Double bottom, under Engines and Boilers,	-	-	After peak tank,	20	26
Double bottom, if under Engines only,	25	77	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	148	354	Other tanks, if fitted,	-	-
Total capacity of double bottom		642	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. 23  
Date *23 Aug 1910*  
No. *358* in builder's yard.

DATES of Surveys held while building  
*1911 Dec 22. 1912 Jan 8. 24. 25. Feb. 6. 28. March 5. 13. 20. 22. Apr 10. 18. 25. May 3. 15. 25 June 4. 12. 20. July 9. 11. 13. 19. 24. Aug 2. 9. 16. 24. Sept 10. 12. 26. 27. Oct 3. 11. 17. 28. 29 Nov 6. 9. 12. 19. 21. 22. 25. 26. 27. Dec 3. 9. 11. 13. 18*

Surveyor's Signature *M J Boyer*

Total No. of Visits *52*

Lloyd's Register Foundation