

Steel Bk. "France"

Double bottom has 1.2.3.4 and 5 tanks

Deep tank above no 5 Comp.

Deep tank aft

For peak tank

Meters	Cubic Meters	Feet	Tons
78.0	837.12	256.04	844.5
11.20	1053.00	36.73	1062.3
10.60	75.74	34.77	76.4
	309.43		312.2



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Lloyd's Register
Foundation

W711-0186 (213)

Depth & thickness	100	100	11.5
	75	75	11.5

The vessel "Frana" has been built in accordance to plans approved and in a workmanlike manner — The approved plans are the following, viz:—

Plans forwarded by the London head office on the 17th March 1911:— No 19 & No 20 — (M. 3 & M. 4) motor seatings.

Plans forwarded by the London head office on the 26th April 1911:— No 1 — (E. 3³) Midship section — No 2 — (E. 5) Collision Bulkhead — No 3 — (E. 7) Bulkhead No 123 — No 4 (E. 13) Sternpost & rudder, replaced by No 4^(E. 13) No 5 — (E. 14) Details of lower tier — No 6 (E. 16) fore peak — No 7 — (E. 17) Detail of oil fuel tank and D.B. under engines. — No 8 (E. 20) Connections at heads and heels of pillars & water ballast details — No 9 (E. 22³) Types & dimensions of rivets and spacing — No 10 (E. 23) Deck plan — No 11 (E. 26) Deep ballast tanks — No 12 (E. 33) Shell expansion — No 13 (E. 37) Pumping plan — No 14 (E. 43) Hatchways — No 15 & No 16 (E. 44 & E. 45) hatchways — No 17 (E. 49) Hatchways to deep ballast tank — No 18 (E. 57) propeller brackets.

Plans forwarded by the London head office on the 8th February 1912:— No 23. Scantlings of masts and yards — No 24. plan of sails and rigging —

Plan forwarded by the London head office on the 10th February 1912:—

No 21 — (E. 12) profile —

Plan forwarded by the London head office on the 18th April 1912:—

No 22 — (E. 230) General Arrangement of poop-bridge — etc. —

Keel — The keel is formed for $\frac{3}{4}$ length forward of a centre through plate with side bars and for $\frac{1}{4}$ length aft of two bars.

Sheerstrake and under sheerstrake — The thickness of the sheerstrake and of the under sheerstrake in way of the bridge are $15\frac{5}{16}$ " and clear of the bridge the sheerstrake and the under sheerstrake are respectively $26\frac{1}{16}$ " & $20\frac{5}{16}$ ". In way of the wells the sheerstrake is doubled with plates $20\frac{5}{16}$ ".

Testing of Steel Material. — As agreed, the testing of the steel material has been made at the Creuzot steel works by the Surveyor to the Bureau Veritas upon the condition that in the event of another vessel to follow this one, being built in France for the same owner, the steel for such vessel shall be tested by the Surveyor to Lloyd's Register and that their tests shall then be similarly recognized by the Bureau Veritas.

Chain — Cables. — As it may be seen in the body of the present report, no mention is made of the weight of the chain cables as the said chains were tested by the Bureau Veritas and the Certificate produced by that Society never give the weight.

Masts & Yards. — See Howe report No 3096 herewith annexed.

Equipment — Hawsen and warps — The equipment was approved by letter [M] dated London 12th August 1910 addressed to Mr. Ziegel (Paris).

The following Hawsen and warps were supplied, viz:— Steel wire $185\frac{1}{2}$ " $120\frac{1}{2}$ " for the stream anchor — 3 steel wires $185\frac{1}{2}$ " each $90\frac{1}{2}$ " — $80\frac{1}{2}$ " & $80\frac{1}{2}$ " — Spring $85\frac{1}{2}$ " $350\frac{1}{2}$ ". 2 Manilla ropes $185\frac{1}{2}$ " $210\frac{1}{2}$ " — 2 Manilla ropes $200\frac{1}{2}$ " $140\frac{1}{2}$ ". 3 Manilla ropes. $200\frac{1}{2}$ " $165\frac{1}{2}$ ".

Before leaving this port the vessel was placed in dry dock of Chambre de Commerce, the bottom was cleaned and painted.

Herewith annexed copy of a Certificate from B delivered on the 26th October 1913

A. H. Underhill