

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

10 DEC 1926

Received at London Office

State if Report has been sent on the Freeboard of the Vessel No. (B.V. Freeboard assigned)

State if Report is sent on the Machinery of the Vessel by Havre Suvaigons.Date of completion of report 8th December 1926Port of CaenNo. 133Survey held at CaenDate First Survey 6th October 1924Last Survey 30th November 1926On the steel ss. CIRCÉ (ex VENTÔSE). (Machinery, amidships, & single screws)State type (Full Scantling, Complete superstructure with or without Tonnage Openings) having forecastle, bridge, short raised quarter deck & poop State Type of ErectionsTONNAGE under
Tonnage Deck...CLASS 100 A1State if with freeboard
as condition of ClassBuilt at CaenD. of space or 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 82' 13"Launched 24th July 1926 Yard No. 42

Total

Breadth (greatest moulded) B 12' 10"Builders Chantiers Havale Français

Gross Tonnage

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 6' 05"Owners Société Havale Caennaise

Register Tonnage

1st Longitudinal Number (L x D) = 496.88Managers G. Hamy & Co
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Framing Depth "d," at middle of length. See
Sec. 3 (1d) 13.57674Residence Quai Caffarelli, CaenProportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 11.32 mftPort of Registry CaenDo. Long Bridge to top
of keel 9.84

If surveyed while building, afloat, or in dry dock

Draught Moulded ✓

Building and afloat.

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.
Spacing amidships	69 1/4		Bracket Floors, Frame	150 75 11.5 B 9	
" from 1/2 length to Collision bulkhead	68 1/2		" " Reversed Frame	140 75 9	
" in peaks	610		" " Vertical Struts	140 75 9	
FRAMING.			Centre Girder, depth and thickness amidships	880 11-9 13.5 B	
Amidships, Angle, [	Fore Holds 175 x 11 x 75 x 13 No 3 Hold 175 x 12 x 75 x 14 " 200 x 12.5 x 82 x 11.5 " 150 x 8 x 75 x 12 Upper Deck		" " top Angles	80 80 12.5 B 10-9	
" Extends up to			" " bottom Angles	90 90 11.5-11	
Side Frame Amidships, Angle			Side Girders, No. each side and thickness	0 8 12 B	
" Extends up to			Margin Plate depth (excl. of flange) and thickness	610 10.5 13 B	
of Framing Girder	Channel bars		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	75 75 11 B 8.5	
Plating in Uppermost Continuous 'tween Decks, Angle, [			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" Second 'tween Decks, Angle, [			" " Gussets, spacing and scantling abaft 1/4 len. from stem	every 42 in 8.5	
" Third " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem	3 8.5	
Plating in Peaks, Angle, [	140 x 75 x 9.5		Tank Side Brackets, height above base line at toe of Frame and thickness	17 60 8.5	
Number and Spacing of Rivets through Frame and Shell Plating amid- ships	207. 6 dia. 6 1/2 Peaks		INNER BOTTOM PLATING.		
If Frame Joggled	not joggled		Breadth and thickness of Middle Line Strake	17 140 10-8.5 12.5 B	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Web frames & 5 frames arrangement		Thickness of remainder in Holds	9.5 8.5 12.5 B 10 E	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	2 intercostal Sine 8.5 each side, in addition to side & centre girders		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes	
DOUBLE BOTTOM.			BEAMS. Upper Deck		
Plating, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [	150 x 8.5 x 75 x 12 130 x 8.5 x 75 x 12 (1/2 beams)	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [	150 x 8.5 x 75 x 12 (beams & 1/2 beams)	
Double Line Keelson, on Floors, Angles, [or [			Spacing	every frame	
" " Through Plate or Intercostal Plate			Raised Quarter		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [	150 x 75 x 8.5 x 12 130 x 75 x 8.5 x 12 (1/2 beams)	
" " Flat Plate Keel Angles			Spacing	every frame	
Keelsons, No. each side			Third Deck, amidships, Angle, [or [
" thickness of Intercostal Plate			Spacing		
" Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Mid Floors, thickness and spacing	8.5, 11 Bls.		Poop Deck, Angle, [or [	130 75 8	
" " Are Frame and Reversed Frame joggled?	no		Spacing	every frame	
Bracket Floors, breadth and thickness at middle line	800 8.5		Bridge Deck, Angle, [or [	130 x 8 x 75 x 12 115 x 75 x 75 x 12	
" " breadth and thickness at margin plate	900 10 x 9		Spacing	every frame	
			Forecastle Deck, Angle, [or [	165 75 8.5	
			Spacing	every frame	

PILLARS AND DECKS.

		IN SHIP.		Any Departure from Approved Plans to be Noted.				IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS , No. of Rows... <i>None except under Poop & Forecastle, in Bridge Accommodation, Engine Room and Cross Bunkers.</i>				3 pillars fitted in way of saloon & adjacent access, amidships.		Stringer Plate, breadth and thickness in way of Bridge					
" in 'tween Decks, Size and Spacing						Thickness of Plating abreast Deck openings in way of Wells		12-8.5			
" " " " "						Thickness of Plating abreast Deck openings in way of Bridge					
" in Holds						Thickness of Plating within line of openings		8			
" " " " "						If Sheathed, material and thickness		not sheathed			
Centre Line Bulkhead.						Third Deck.					
Stiffeners and Spacing						Stringer Plate, breadth and thickness					
Plating, thickness of						If Plated, state thickness					
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck. <i>Upper Deck</i>						Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in Wells		17.131	21-13.7			If Plated, state thickness					
" " " " in way of Bridge		17.300	21-16.7			Poop Deck.					
" Angle in Wells (67.5 end)		150	150	20		Stringer Plate, breadth and thickness		559	75		
Thickness of Plating abreast Deck openings in way of Wells		12	10			Plating, Sheathing, material and thickness		7 plating	sheathing 75 Z.P.P.		
Thickness of Plating abreast Deck openings in way of Bridge		12	10			Bridge Deck.					
Thickness of Plating within line of openings		8				Stringer Plate, breadth and thickness		17.000	10		
If Sheathed, material and thickness		not sheathed				Plating, Sheathing, material and thickness		7.5 plating	75 Z.P.P.		
Second Deck. Raised Quarter Deck						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells		17.190	21-12			Stringer Plate, breadth and thickness		640	8		
						Plating, Sheathing, material and thickness		7.5 plating			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>jogged</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	17.200	14.5	13.5	13.5		Double	22	1/2 dia	3	22	3.5	lapped
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes 3		12.5	10	10		Double	20	1/2 dia	3-2	20	3.5	lapped
BILGE PLATING, No. of Strakes 1		12.5	10	10		do	20	do	1-2	20	3.5	do
SIDE PLATING, No. of Strakes 3 F... 4 A... (excluding sheerstrake)		14 and 12.5	10	10		do	20	do	3-2	20	3.5	do
UPPER DECK, Sheer-strake in Wells	F. 17.200 A. 17.370	17. Doubled at Break of Bridge. 10 F. 15		10		do	22	do	1-2 F.	25-22	3.5	lapped, 3 Strap
UPPER DECK, Sheer-strake in Bridge	17.260	15 and 13.5				do	22	do	3-2 A.	22-20	3.5	lapped.
STRAKE BELOW Sheer-strake in Wells	F. 17.710 A. 17.230	14 13.5	11 -	11.5		do	22-20	do	3-2 F	22-20	3.5	lapped
STRAKE BELOW Sheer-strake in Bridge	17.550	14 and 12.5				do	20	do	3-2 A	22-20	3.5	do
POOP SIDE PLATING				8		Single	20	do	2	20	3.5	do
BRIDGE SIDE PLATING		11.5 and 11				Double	20	do	2	22-20	3.5	do
FORECASTLE SIDE PLATING			8.5			Single	20	do	2	20	3.5	do

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *4*

Extending to Upper Deck (Sec. 3 c) — *4*

" Deck next below

As per Rule *4*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
STEM	Roller 45121	193 x 52	S.A. & Co. Ltd.	Cast. of Tails forwarded 21-10-26
STERN FRAME	Propeller Post	Cast Steel	216 x 146	Acacia
	Rudder	do	216 x 132	Transvaal
RUDDER—A x D				
Speed of Vessel		10 knots		
RUDDER mainpiece at head		191		mainpiece Debrisment's list
" " heel		140		mainpiece (head)
" how constructed	Forged Steel	S.M. Open Heats		Annexed.
" double or single plate	Single plate			
" coupling, vertical or horizontal	Vertical Coupling			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper two decks	6.5	215 x 7.5	10	760	
" " Second	9.5	Bottom			
" " Third	70	6.5 Top	200 x 7.5	10	do
" " Holds	10.5	Bottom			
COLLISION " (in Hold)	6.5	Top L	130 x 7.5	10	610
	11	Bottom	200 x 7.5	11	do
AFTER PEAK "	6.5	Top L	130 x 7.5	8	610
	11	Bottom	150 x 7.5	9	do

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Heats, Siemens-Martin*

Société Anonyme des Usines Métallurgiques de la Basse-Loire, Trignac (Loire Inférieure)

Jermy's Hüttenwerke Burbach-Zich-Düdelingen, Aktien-Gesellschaft Betriebsstelle Hattenbach, Saar

Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 1615 - 17376										LETTER T	ANCHORS.				
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Guven.	qrs.	lbs.	Owls.	qrs.	lbs.	Tons.	owls.	qrs.	lbs.	Owls.			
BY 62	1st Bower ...	2010 kgs.						36325 kgs.				1803 kgs.	a better solution was found	Forge Nat. Chauxville	Switzerland 24-5-23 Deschamps
BY 63	2nd " ...	2000 kgs.						36325 kgs.				1732 kgs.	do	do	do 24-5-23 do
BY 61	3rd " ...	1630 kgs.						31370 kgs.				1595 kgs.	do	do	do 24-5-23 do
	Collective weight	5640 kgs.										5130 kgs.			
LR 104	Stream	479 kgs.			167 kgs			11660 kgs				470 kgs (ex stock)	Ordinary stock	Isidore Marit	Isidore Marit 16-2-26 F.L. Raby

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Dir.		Length.	Dir.		
	Fathoms.	Inch.	Foms.	Tons.	Cable. lbs.	Cable.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.		
	m	cm	K	K	K	K	m	mm											
LR 25	450	44	54890	76800	19374	18550	440	44	Steel wire	Vielle & Cie. Havre	Havre 2-11-25, L. Haurin	TOWLINE	171	892	37400 k	165	892		
Iron-Stream Chain or Steel Wire	141	102	52700	1049 k.			135	102	Steel Wire	Trefilerie et Câbleries de Bourg.	Bourg (ain) 15-5-25 C. Penchon	HAWSERS & WARPS	171	447	7900 k	165	447		
													171	447	7900 k	165	447		
													171	152	12080 k	165	152		
													171	152	12080 k	165	152		

Steering Gear, Steam Ateliers Paul Duclos et Cie. Marseilles. Steering Gear, Hand Ateliers Paul Duclos et Cie. Marseilles.
 Quadrant Buffers: Dunkin & Sons Ltd. Newcastle-on-Tyne.

Boats 2 lifeboats 1 cutter. Steering Chains, Size and Test 252 Tons 12193 k. Vielle & Cie. Havre Windlass Ateliers Paul Duclos et Cie. Marseilles.

Ceiling in Holds, thickness and material 657 Pine Cargo Battens, thickness, material and spacing not fitted.

Cargo Hatchways.-(Upper Deck)-(Raised Quarter Deck) 4 Thickness of Hatches 757
15,900

Size of No. 1 Hatchway (Forward) 10,000 x 7,600 No. 2 10,790 x 7,600 No. 3 9,300 x 7,600 No. 4 9,300 x 7,600 No. 5 None No. 6 None

Number of Shifting Beams none Forward No I 5 ; II 5 ; III 5 ; IV 5 , No fore & afters fitted.

Builder's Signature A. Lebonellier

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans, The Rules, The Secretary's and The Paris Office letters for this class contemplated. The material and workmanship throughout are good.

The greenboard is assigned by The Bureau Veritas.

The double bottom water ballast tanks, deep tanks aft, Fore Peak Tank and aft Peak Tank have been tested under water pressure to the Rule requirements and found satisfactory. The weather decks, w.t. bulkheads, tunnel, hand pump and watertight door have been tested as required by The Rules and found satisfactory.

The three Bower anchors have Bureau Veritas Certificate of Tests.

The amount of Entry Fee Fr. 744 Fees applied for, 8th Dec 1926
 Special Survey Fee... Fr. 21973 Received by me, 2/5/27
 Travelling Expenses, if any Fr. 2120
Frans 24837
 State whether the Vessel has been built under Special Survey Yes. I am of opinion the Vessel should be Classed 100 A1 (Size)
 with notation of Cargo battens not fitted.
 Signature Oth. Linetatu
 Surveyor to Lloyd's Register of Shipping.
 Certificate to be sent to Carm Office Date of issue 7/1/27
Wichy

Committee's Minute FRI. 7 JAN 1927.

Character assigned 100 A1.

Lloyd's L.P. L.M.C 11:26
Cargo Battens not fitted

Wichy

(Also see Report 15964 & Carm No 135)

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded the Plans should be embodied.)

This vessel is a sister ship to the s.s. "Jendamaire", s.s. "Brunaine", s.s. "Fruinaire", Can. Fr. Rep. 110, 118, 121 respectively, and to the s.s. "Niwiore" and s.s. "Piniwore", and is the sixth of six vessels built in the same yard.

Copies of the approved plans are in the London Office.

Attached please find Forging Reports for Stern Frame and Rudder.

The certificate for the stern bar manufactured at Trignac, and certified by the Marine Survey forwarded to the London Office on 21-10-25. A signed copy dated 27-10-20 of the Marine Nations for the cast steel quadrant was forwarded to the London Office on 21-10-25. The steering chain been tested and certified by the Marine Surveyors.

The written consent of the Owners accepting the Bower Anchors with Bureau Veritas of tests only, was forwarded to the London Office on 21-10-25.

The vessel has been measured by the French Govt. Authorities for Tonnage. A copy of the *de jauge Provisionaire* is attached.

Notes of modifications now made to suit new Owners requirements. (Please see Secretary's letter M.)

Wood partition bulkheads in Fore and Aft Holds now replaced by steel non-water-tight bulkheads, in accordance with plan approved 16-10-26.

Tunnel Top plating now increased to 1 1/2 in.

Dry Tank under Boilers now fitted as Water Ballast Tanks.

Coal Bunker Hatchways on port & starboard sides of Bridge Deck now removed, openings efficiently plated and riveted, Officers accommodation now fitted in way of same. Upper side bunkers not now to be used for coal.

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

1st Bower	Vertical - Horizontal Drop Test	2010k.	J.D. 62 (Bureau Veritas)	24-5-23.	(Mark on anchor VB 42)
2nd "	do	2000k.	J.D. 63 (Bureau Veritas)	24-5-23	(do VB 38)
3rd "	do	1630k.	J.D. 61 (Bureau Veritas)	24-5-23	(do VB 41)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.0 ft., R.Q.D. 87.0 ft., Bridge 49.5 ft., Forecastle 22.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

Type No. 6, Vessel having forecastle, bridge, short raised quarter deck and poop.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dk (Srl)

Official No. ; Signal Letters not yet received. Is bottom of Vessel coated with cement Yes

particulars of composition Portland cement and cement wash.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft, No 5 Tank	47.88	118	Fore peak tank,	19.37
Double bottom, under Engines and Boilers,	36.23	129	After peak tank,	16.00
Double bottom, if under Engines only,	-	-	Deep tank, aft, Port & Starb.	34.14
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-
Double bottom, forward,	106.57	238	Other tanks, if fitted,	-
Total capacity of double bottom	190.68	485	(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.

Through Paris Office
See Secretary's letter

Date 6-11-24

Dates of Surveys held while building

1924 Oct 6, 7, 8, 9, 10, 11, 12, 30. Nov 4, 6, 7, 13, 20, 25. Dec 2, 9, 18, 23, 29. 1925 Jan 5, 8, 15, 19, 21, 23, 26, 30. Feb 2, 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 16, 17, 20, 23, 26. Apr 3, 4, 7, 9, 14, 16, 21, 23, 28, 29. May 1, 5, 8, 12, 14, 19, 20, 22, 27, 28. June 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 17, 21, 23, 28, 29. Aug 3, 6, 7, 11, 16, 18, 21, 24, 25, 26, 28. Total work erected on building berth 15-1-26. Building recommenced on another berth 15-1-26. 1926 Jan 19, 20, 22, Feb 2, 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 17, 21, 23, 28, 29. Apr 1, 8, 9, 13, 16, 21, 24, 27, 30. May 1, 5, 8, 12, 14, 19, 20, 22, 27, 28. June 3, 4, 5, 8, 10, 11, 12, 13, 14, 15, 17, 21, 23, 28, 29. Aug 3, 6, 7, 11, 16, 18, 21, 24, 25, 26, 28. Total No. of