

STEEL STEAMER or MOTORSHIP.

Received at London Office 19 JAN 1934

State if Report has been sent on the Freeboard of the Vessel. *yes.*State if Report is sent on the Machinery of the Vessel. *yes.*Date of completion of report *10th January, 1934.*Port of *Hamburg*No. *21017*Survey held at *Kiel*Date First Survey *25th Nov. 1932*Last Survey *14th January*

1934.

On the (State if Machinery fitted with or without Tonnage Deck...)

Steel Two-Sc. Motorvessel "TOULOUSE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Deck...)

*Complete Superstructure with Tonnage opening.*State Type of Erections *Peep + Fall.*

TONNAGE under Tonnage Deck...

*6216.76*CLASS *+100 A1*

State if with freeboard as condition of Class

yes.

Built at

Kiel

Do. 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 457.0'*Launched *7.10.1933.* Yard No. *228.*

Total

Breadth (greatest moulded)

*B 60.37'*Builders *Deutsche Werke, Kiel A.G.*

Gross Tonnage

7026.79

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

*D 39.58'*Owners *Wilhelmsens Dampskibe A/S Tønsberg.*

Register Tonnage

*4308.68*1st Longitudinal Number (L x D) = *18000*Managers *Witz. Wilhelmsen*

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = *45670*Residence *Oslo (Norwegian.)*

REGISTERED DIMENSIONS.

FEET.

Length

469.0'

Breadth

60.4'

Depth

28.9'

Framing Depth "d," at middle of length. See Sec. 3 (1d)

18.68

Proportions—Depth to Length—Uppermost continuous deck to top of keel

x

Do. Long Bridge to top of keel

*x*Draught Moulded *31.58' - 4.11'* *27.47'*

If surveyed while building, afloat, or in dry dock

Whilst building, Stocks, afloat, Dry-dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	850			<i>x</i>	Bracket Floors, Frame				<i>x</i>
" " from $\frac{3}{4}$ length to Collision bulkhead	685			<i>x</i>	" " Reversed Frame				<i>x</i>
" " in peaks	610			<i>x</i>	" " Vertical Struts				<i>x</i>
SIDE FRAMING.					Centre Girder, depth and thickness amidships	1190	15.5		<i>x</i>
Frame Amidships, Angle, \angle or \square	300	90	13	<i>x</i>	" " top Angles <i>Flat Steel</i>	160	15		<i>x</i>
" " Extends up to	1st Deck			<i>x</i>	" " bottom Angles <i>Two</i>	130	130	16.5	<i>x</i>
" " Motor-space 6 Weibfr. 330.	300	150	13	<i>x</i>	Side Girders, No. each side and thickness	2	11		<i>x</i>
Reversed Frame Amidships, Angle <i>Form</i>	120	120	12	<i>x</i>	Margin Plate depth (excl. of flange) and thickness	995	14		<i>x</i>
" " Extends up to	3rd Deck			<i>x</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	160	160	11.5	<i>x</i>
Depth of Framing Girder	300			<i>x</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	140	140	14	<i>x</i>
Frames in Uppermost Continuous 'tween Decks, Angle, \angle or \square	300	90	13	<i>x</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	500	11		<i>x</i>
" " Second 'tween Decks, Angle, \angle or \square	300	90	13	<i>x</i>	" " Continuous Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	640	11		<i>x</i>
" " Third " " " "				<i>x</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	2050-1900	12.5		<i>x</i>
Framing in Peaks, Angle or \square	200	90	11	<i>x</i>	INNER BOTTOM PLATING.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22	x	132	<i>x</i>	Breadth and thickness of Middle Line Strake	1430	14		<i>x</i>
State if Frame Joggled <i>Ordinary</i>	No.			<i>x</i>	Thickness of remainder in Holds	12	10.5		<i>x</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	FR 3 Tiers beams			<i>x</i>	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?				<i>x</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FR 3 Tiers beams			<i>x</i>	BEAMS.				
SINGLE BOTTOM.					Uppermost Continuous Deck, amidships	230	90	11	<i>x</i>
Floors, Depth and thickness at mid-line in Holds				<i>x</i>	" " in way of Bridge, Angle, \angle or \square	230	90	11	<i>x</i>
Height of Brackets at side above base line at toe of frame				<i>x</i>	Spacing	850			<i>x</i>
Middle Line Keelson, on Floors, Angles, \angle or \square				<i>x</i>	Second Deck, amidships, Angle, \angle or \square	250	90	11.5	<i>x</i>
" " Through Plate or Intercostal Plate				<i>x</i>	Spacing	850			<i>x</i>
" " Foundation Plate on Floors				<i>x</i>	Third Deck, amidships, Angle, \angle or \square	230	90	11	<i>x</i>
" " Flat Plate Keel Angles				<i>x</i>	Spacing	850			<i>x</i>
Side Keelsons, No. each side				<i>x</i>	Fourth Deck, amidships, Angle, \angle or \square				<i>x</i>
" " thickness of Intercostal Plate				<i>x</i>	Spacing				<i>x</i>
" " Angles				<i>x</i>	Poop Deck, Angle, \angle or \square	180	75	9.5	<i>x</i>
DOUBLE BOTTOM.					Spacing	610	60	850	<i>x</i>
Solid Floors, thickness and spacing	11	x	850	<i>x</i>	Bridge Deck, Angle, \angle or \square	130	65	10	<i>x</i>
" " Are Frame and Reversed Frame joggled?	Ordinary			<i>x</i>	Spacing	850			<i>x</i>
Bracket Floors, breadth and thickness at middle line				<i>x</i>	Forecastle Deck, Angle, \angle or \square	200	90	11.5	<i>x</i>
" " breadth and thickness at margin plate				<i>x</i>	Spacing	610	x	685	<i>x</i>

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. <i>3, widely spaced & girders</i>						
<i>Space:</i>						
<i>0 170-190 10 5000-6800</i>						
<i>in 'tween Decks, Size and Spacing.. 0 190-230 10 6800-8500</i>						
<i>Centre 0 90 x 9.5 1700</i>						
<i>0 330 x 12.5 3600 6800</i>						
<i>0 360 x 370 13 8500</i>						
<i>in Holds Motor space 0 330 x 13.5 16800</i>						
<i>0 500 x 480 17.5 8500</i>						
<i>0 480 x 430 15.5 6000-8500</i>						
<i>0 405 x 355 14 7600</i>						
Centre Line Bulkhead.						
Stiffeners and Spacing <i>Bulk plate 1</i>						
<i>200 x 10 850</i>						
<i>220 x 11 685</i>						
Plating, thickness of <i>do. 1</i>						
<i>7.5</i>						
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells						
<i>1650 x 18.5</i>						
" " " " in way of Bridge						
<i>1650 x 18.5</i>						
" Angle in Wells						
<i>150 150 18</i>						
Thickness of Plating abreast Deck openings in way of Wells						
<i>14</i>						
Thickness of Plating abreast Deck openings in way of Bridge						
<i>14</i>						
Thickness of Plating within line of openings						
<i>11</i>						
If Sheathed, material and thickness						
<i>Not sheathed</i>						
Second Deck.						
Stringer Plate, breadth and thickness in Wells						
<i>1295 x 11.5</i>						
Stringer Plate, breadth and thickness in way of Bridge						
<i>1295 x 11.5</i>						
Thickness of Plating abreast Deck openings in way of Wells						
<i>10.5</i>						
Thickness of Plating abreast Deck openings in way of Bridge						
<i>10.5</i>						
Thickness of Plating within line of openings						
<i>9.0</i>						
If Sheathed, material and thickness						
<i>Not sheathed</i>						
Third Deck.						
Stringer Plate, breadth and thickness						
<i>1295 x 8.5</i>						
If Plated, state thickness						
<i>10.5 - 7.5</i>						
Fourth Deck.						
Stringer Plate, breadth and thickness						
<i>10.5</i>						
If Plated, state thickness						
<i>10.5</i>						
Poop Deck.						
Stringer Plate, breadth and thickness						
<i>970 x 7.5</i>						
Plating, Sheathing, material and thickness						
<i>7.0 Oregon 65</i>						
Bridge Deck.						
Stringer Plate, breadth and thickness						
<i>6.0</i>						
Plating, Sheathing, material and thickness						
<i>6.0 Oregon 63</i>						
Forecastle Deck.						
Stringer Plate, breadth and thickness						
<i>920 x 9.5</i>						
Plating, Sheathing, material and thickness						
<i>9.0 Not sheathed</i>						

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	1400	21.5	19	19		Double	25	100	4	25	100
DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	2000	17.5	19-23	13	35 Strake forw. strength.	Double	22	88	4	22	88
BILGE PLATING, No. of Strakes	1900	17.5	24	13-17.5	Forw. Ice strength.	"	22	88	4	22	88
SIDE PLATING, No. of Strakes	2000	17.0	24-17.5	13-17.5	Stem p. strength.	"	22	88	3	22	77
UPPER DECK, Sheer-strake in Wells	1320	21.0	14	14		"	25	100	4	25	100
UPPER DECK, Sheer-strake in Bridge	1320	21.0				"	25	100	4	25	100
STRAKE BELOW Sheer-strake in Wells	1320	20.0	14	14		"	25	100	4	25	100
STRAKE BELOW Sheer-strake in Bridge	1320	20.0				"	25	100	4	25	100
POOP SIDE PLATING				10		Single	19	75	2	19	66
BRIDGE SIDE PLATING											
FORECASTLE SIDE PLATING			11			Double	19	75	2	19	66

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	<i>7 w.t. Bulkheads.</i>
" Deck next below	<i>6</i>
As per Rule	<i>yes, as approved.</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	6.5	130 x 7	720		
" Second D. Tank	8.0	200 x 10	600		
" Hold D. Tank	12-9	240 x 12	600	700 x 11	2750
" Holds	12-8	300 x 15	720		
COLLISION (in Hold)	13-8.5	230 x 10	550		
AFTER PEAK	11.5-16.5	140 x 7.5	750		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Forging	265 x 70	Ver. Stahlwerke.	
STERN FRAME	Propeller Boss Castings	channel	Krieger, Düsseldorf.	
Rudder Post	Castings	channel	Krieger, Düsseldorf.	
RUDDER—A x D		700		
Speed of Vessel		15 miles		
RUDDER mainpiece at head	Forged	350 dia.	Schichau-Elbing.	
" heel		360		
how constructed	Built with 2 Gudgeon-pieces and 5 horiz. plate arms.			
double or single plate	Double 14 mm.			
coupling, vertical or horizontal	Horizontal. 10 Bolts 78 dia.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *S.M. open hearth Process of approved Works: Plates, Bars & Tubes: Gutehoffnungshütte, Hoerder Verein, Dortmunder Union, Hahnische Werke A.G., Aug. Thyssenhütte, Stahl-Walzwerk Weber, Burbach, Mannesmann.*

Has the Steel been tested as required by the Rules? *yes, by the Society's Surveyors.*

19 JAN 1934

EQUIPMENT No.										LETTER	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
2614	1st Bower ...	81	3	6	"	"	"	59	10	0	0		Gruson-Stockles	O. Gruson	Magdeburg 28.8.33
2615	2nd „ ...	81	1	7	"	"	"	59	10	0	0	81 1/4	"	"	J. Quast.
2616	3rd „ ...	69	3	5	"	"	"	53	15	0	0		"	"	"
	Collective weight.	232	3	18	"	"	"					232			
2161	Stream	30	3	11	"	"	"	29	5	2	14	23.5	"	"	Magdeburg 20.2.30. Hauss.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
86853	150	2 1/2	112.5	157.5	484	3	10	940	300	2 1/2	5 Foot- 9 Sons Ld.	Noah Bloemer Netherlan	TOWLINE...	130	6	99.1	130	5 1/2	
86856	150	2 1/2	112.5	157.6	483	1	8				Link.	Oak Works	4.8.33. A. Green.	HAWSERS & WARPS }	150	3 1/2	35.2	100	2 3/4
															150	3 1/2	35.2	100	2 3/4
															90	8 1/2	16.2	100	8
															90	8 1/2	16.2	100	8
															90	8 1/2	16.2		
															90	8 1/2	16.2		
															90	8 1/2	16.2		
Iron Stream Chain or Steel Wire	120	5 1/4	x	77.5	x			x	120	4 3/4	Steel Wire	9/5. Norsk St. Fabr. Trondjem			90	8 1/2	16.2	x	x
															90	8 1/2	16.2	x	x

Steering Gear, Steam *Direct Electric driven, good.* - Steering Gear, Hand *yes, efficient.* -
Boats *4 a 7.32 x 2.29 x 0.91* Steering Chains, Size and Test *No Chains.* - Windlass *5 Tons, Electric, good.* -
1 a 5.50 x 1.75 x 0.72
Ceiling in Holds, thickness and material *63 mm Pine* Cargo Battens, thickness, material and spacing *150 x 40 Pine, 230 space.*
Cargo Hatchways.-(Upper Deck) *Built Steel Plates & Angles.* Thickness of Hatches *Upper and 2nd deck 75 mm Pine.*
Size of No. 1 Hatchway *Upper- 9.59 x 5.40 No. 2 11.05 x 5.40 No. 3 10.20 x 5.40 No. 4 11.05 x 5.40 No. 5 11.05 x 5.40 No. 6 Deep-Tank:*
(Forward) 9.59 x 5.40 11.05 x 6.10 6.80 x 6.10 11.05 x 6.10 11.05 x 6.10 2 a 4.25 x 2.40
2nd dk. *10.96 x 5.40 11.05 x 6.10*
Number of Shifting Beams and/or Fore and Afters *No 1 = 7, No 2 = 7, No 3 = 7, No 4 = 7, No 5 = 7, Deep-Tank 1 or Steel covers.*
7 7 5

Deutsche Werke Kiel

Builder's Signature

AKTIENGESELLSCHAFT
Schiffbauabteilung

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes 170°* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Deep Tank only.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The midships Deep Tank comply with the Rules for carrying Oil cargo FP above 150° which may be recorded.

This vessel has been built in accordance with the approved and amended plans, not on approved plan, of the Requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements.

The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. - The peak tanks, deep tanks and double-bottom tanks, have been filled and tested as required by the Rules and were found perfectly tight. Bulkheads and Decks also tight. - Air sounding-pipes of all tanks comply with the Rules. -

The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction.

Position Rudder Electrically Welded

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *only*
Special Survey Fee.... £ 375 : 13 : 6 *16 Jan. 1934*
Travelling Expenses, if any £ 41 : 6 : 6 *Received by me, London. 8.2.1934*
Freeboard £ 18 : 0 : 0
I am of opinion the Vessel should be Classed **100A1.*
with Freeboard.
State whether the Vessel has been built under Special Survey *yes, Special Survey.*
H.M. Ham *9/2/34* *L. Kiess.*
Certificate to be sent to *Owners.* Date of issue *9/2/34* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

FRI. 20 JAN 1934

+ 100A1

With freeboard

FRI. 27 APR 1934

TUE. 3 JUL 1934

TUE. 16 OCT 1934

Lloyd's Assoc. + L.M.C. 1.34 Subject
Rudder Electrically Welded *Oil Exp.*
2 D.B. 1800 lbs
Electric

White Hairs

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Lloyd's Register
Foundation

00442/2

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

All steel material used in the construction of this vessel, has been made at Works approved and tested by the Society's Surveyors in accordance with the Rules.

The Anchors and Chain-cables have been compared with certificates and were found as given, in order.

The Freeboard approved by the Committee has been marked on the vessel's sides, verified and cut in. The corresponding draft, as given in the Builder's Dead weight and Displacement Scale is 27'-7 1/4".

General Equipment examined, found satisfactory in every respect.

Attached: 15 approved plans Nos 1-15.

1. Section as built No 16.

1. Cargo-plan with Displacement Scale No 17.

1. Interim Certificate.

8. Test Certificates.

L. J. Gress.

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

1st Bower 2614: Head W. = 53.2.3 - 12 Feet - 680 LR 10.7.33 - J. G. - Gruson.
2nd " 2615: " " = 52.3.12 - 12 " - 681 LR " " " "
3rd " 2616: " " = 44.1.12 - 12 " - 682 LR " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 54.33 ft., R.Q.D. 1/2 ft., Bridge 1/2 ft., Forecastle 40.50 ft., (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks Steel, 3rd deck in Foreholds.

Official No. 147; Signal Letters LGRI. Is bottom of Vessel coated with cement no if not give particulars of composition Forepeak, After peak & FW tanks cement. Oil tanks not coated. Bitges Asphalt.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft, Fr. 46-61	41.85	245		Fore peak tank, Fr. 162-174	26.0	105	
Double bottom, under Engines and Boilers,				After peak tank, Fr. 0-10	22.35	133	
Double bottom, if under Engines only, Fr. 61-82	58.60	255		Deep tank, aft, 2nd Tunnel, Fr. 16-57	114.35	488	
Double bottom, if under Boilers only,				Deep tank, forward, Fr. 83-92	25.0	1159	
Double bottom, forward, Fr. 83-162	204.0	910		Other tanks, if fitted, Wing tanks 34-46	33.45	144	
Total capacity of double bottom			1410	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks.
304.45

Order for Special Survey No. 147

Date 29.12.1932.

Dates of Surveys held while building

1932: Nov. 25-29 - Dec. 20-29. - 1933: Jan. 20 - Febr. 6. 13. 21. 28 - March 15. 23 - April 6. 10. 21. 25. 27 - May 3. 10. 12. 19 - June 6. 9. 16 - July 4. 7. 11. 14. 18. 21. 26 - Aug. 4. 11. 15. 18. 22. 25. 29 - Sept. 1. 5. 8. 12. 15. 19. 22. 26 - Oct. 3. 10. 13. 17. 24. 27. 31 - Nov. 3. 7. 10. 14. 17. 21. 24. 28 - Dec. 1. 5. 8. 12. 15. 19. 21. 29 - 1934: Jan. 2. 4. 14 - Total No. of Visits 71.