

STEEL STEAMER or MOTORSHIP.

-1 APR 1931

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

26th March 1931.

Port of

Copenhagen

No. 8463.

Survey held at

Copenhagen

Date First Survey

21st June 1930.

Last Survey

18th March

1931.

On the

(State if Machinery fitted with Single, Twin or Triple Screw)

Steel Twin Screw Motor Yanker "GARONNE".

State Type

(Full scantling, Complete Superstructure with or without Tonnage Openings)

Yanker - longitudinal framing.

State Type of Erections Roof, Bridge + 4'cle.

TONNAGE under

6339.90

CLASS \pm 100 A.I.

State if with freeboard

No.

Built at

Copenhagen

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 425

Breadth (greatest moulded)

B 58.5

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

D 33.25

Gross Tonnage

7112.72

Register Tonnage

4210.82

1st Longitudinal Number (L x D) = 13812

2nd Numeral L x (B + D) = 38675

REGISTERED DIMENSIONS.

FEET.

Length

427.6

Breadth

58.8

Depth

33.2

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

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

12.78

Draught Moulded

25' 3"

Launched 31st December 1930. Yard No. 594.

Builders A/S Burmeister and Wain.

Owners Dampskibssinteressentskabet "GARONNE" (Hearnley & Eger).

Managers

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

Residence

Port of Registry Oslo.

Surveyed while building, afloat, and in dry dock

Yes.

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 | Longitudinal | | Bracket Floors, Frame | | |
| " " from $\frac{3}{8}$ length to Collision bulkhead | framing | | " " Reversed Frame | | |
| " " in peaks | See Report 1 st attached. | | " " Vertical Struts | | |
| DE FRAMING. | | | Centre Girder, depth and thickness amidships | 72 54 | |
| Frame Amidships, Angle, \square or \sqcap | | | " " top Angles | 90 90 13 | |
| " " Extends up to | | | " " bottom Angles | 100 100 13 1/2 | |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness | 3 42 | |
| " " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | 52 | |
| Depth of Framing Girder | | | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem | | |
| Frames in Uppermost Continuous 'tween Decks, Angle, \square or \sqcap | | | " " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem | | |
| " " Second 'tween Decks, Angle, \square or \sqcap | | | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem | | |
| " " Third " " " " | | | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem | | |
| Framing in Peaks, Angle \square or \sqcap | 150 x 150 x 12.5 and 200 x 90 x 10.5 | SEE RPT. 1 st | Tank Side Brackets, height above base line at toe of Frame and thickness | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | | | Breadth and thickness of Middle Line Strake | 60 50 | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | As approved. | | MOTOR ROOM. | | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | 3 STRAKES BOTTOM PLATING INCREASED 2-65-1-63 3 INTERCOSTALS 40. | | Thickness of remainder in Holds | 50 | |
| DOUBLE BOTTOM. | | | 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? | | |
| Holds, Depth and thickness at mid-line in | | | BEAMS. | | |
| " " Height of Brackets at side above base line at toe of frame | | | Uppermost Continuous Deck, amidships in Wells, Angle, \square or \sqcap | | |
| Middle Line Keelson, on Floors, Angles, \square or \sqcap | | | " " in way of Bridge, Angle, \square or \sqcap | | |
| " " Through Plate or Intercostal Plate | | | " " Spacing | | |
| " " Foundation Plate on Floors | | | Second Deck, amidships, Angle, \square or \sqcap | | |
| " " Flat Plate Keel Angles | | | " " Spacing | | |
| Keelsons, No. each side | | | Third Deck, amidships, Angle, \square or \sqcap | | |
| " " thickness of Intercostal Plate | | | " " Spacing | | |
| " " Angles | | | Fourth Deck, amidships, Angle, \square or \sqcap | | |
| DOUBLE BOTTOM in Motor room. | | | " " Spacing | | |
| Solid Floors, thickness and spacing | 40-30" | | Poop Deck, Angle, \square or \sqcap | 150 75 8 | |
| " " Are Frame and Reversed Frame joggled? | Yes. | | " " Spacing | 2' 11 1/2 - 3' 5 | |
| Bracket Floors, breadth and thickness at middle line | | | Bridge Deck, Angle, \square or \sqcap | 150 75 8 | |
| " " breadth and thickness at margin plate | | | " " Spacing | 2' 9 1/2 - 2' 11 1/2 | |
| | | | Forecastle Deck, Angle, \square or \sqcap | 150 75 8 | |
| | | | " " Spacing | 2' 9 | |

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..... | | | 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 | | |
| " " " " " | | | Thickness of Plating abreast Deck openings in way of Bridge | | |
| " in Holds " " | | | Thickness of Plating within line of openings... | | |
| " " " " " | | | If Sheathed, material and thickness | | |
| 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. | | | Stringer Plate, breadth and thickness..... | | |
| Stringer Plate, breadth and thickness in Wells | 57 - 65 | | If Plated, state thickness | | |
| " " " " in way of Bridge | 57 - 79 | | Poop Deck. | | |
| " Angle in Wells | 150 150 175 | | Stringer Plate, breadth and thickness | 58 x 36 | |
| Thickness of Plating abreast Deck openings in way of Wells | FROM \$ | | Plating, Sheathing, material and thickness .. | 28 - 2 1/2" Oregon pine | |
| Thickness of Plating abreast Deck openings in way of Bridge | 90 - 90 - 60 | | Bridge Deck. | | |
| Thickness of Plating within line of openings... | 50 - 65 | | Stringer Plate, breadth and thickness..... | 72 x 42 | |
| If Sheathed, material and thickness | ✓ | | Plating, Sheathing, material and thickness .. | 32 | |
| Second Deck. | | | Forecastle Deck. | | |
| Stringer Plate, breadth and thickness in Wells... | ✓ | | Stringer Plate, breadth and thickness..... | 36 | |
| | | | Plating, Sheathing, material and thickness .. | 34 | |

SHELL PLATING.

| SCANTLINGS. | | | | | | RIVETING. | | | | | | | |
|---|---------------|-------------------------|------------|------------|--|--------------------|-------------------|---------|--------------------|------------------------|---------|--------------------|---------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | 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. | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | Inches. | Inches. | | |
| FLAT PLATE KEEL | 53 | .93 | .75 | .81 | See plan | Double | 1 | 4 | 5 | 1 | 4 1/2 | Lapped | |
| „ DBLG. (if any) | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| BOTTOM PLATING, No. of Strakes 4 | 82 | 2-.65 1-.63 1-.59 | .58 | .48 .59 | 2 strakes + .06 | Double | 7/8 | 3 1/2 | 4 | 7/8 | 3 1/2 | Lapped | |
| BILGE PLATING, No. of Strakes 1 | 64 | .64 | .46 | .58 | Bilge strake + .04 | " | " | " | 4 | " | " | " | |
| SIDE PLATING, No. of Strakes 3 | 80 | .57 | .46 | .46 | | " | " | " | 3 | 7/8 | 3 1/8 | " | |
| UPPER DECK, Sheer-strake in Wells | 74 | .82 | .46 | .46 | 78" x .70" | " | 1 | 4 | 4 | 1 | 4 | " | |
| UPPER DECK, Sheer-strake in Bridge ... | 74 | .82 | .46 | .46 | | Quad. (Upper edge) | 7/8 | 3 1/2 | 4 | 1 | 4 | " | |
| STRAKE BELOW Sheer-strake in Wells | 76 | .57 | .46 | .46 | | Double | 7/8 | 3 1/2 | 3 | 7/8 | 3 1/8 | " | |
| STRAKE BELOW Sheer-strake in Bridge ... | 76 | .57 | | | | " | " | " | 3 | 7/8 | 3 1/8 | " | |
| POOP SIDE PLATING | | | | .40 | | Double + single | 3/4 | 3 | 2 | 3/4 | 2 5/8 | " | |
| BRIDGE SIDE PLATING ... | 1-60 1-45 | .50 | | | | Double | 3/4 | 3 | 2 | 3/4 | 2 5/8 | " | |
| FOREC'TLE SIDE PLATING | | | .42 | | | Single | 3/4 | 3 | 2 | 3/4 | 2 5/8 | " | |

| WATERTIGHT BULKHEADS. | | | | | | FORGINGS and CASTINGS. | | | | |
|--|--------------------|-------------------------|--|-------------|----------|------------------------|-------------|---------------|--|--|
| Total No. of W.T. BULKHEADS in Vessel— | | | | | | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. | |
| Extending to Upper Deck (Sec. 3 c) 15 | | | | | | | | | | |
| „ Deck next below ✓ | | | | | | | | | | |
| As per Rule | | | | | | | | | | |
| | Plating Thickness. | STIFFENERS. | | | | | | | | |
| | | VERTICAL. | | HORIZONTAL. | | | | | | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. | | | | | |
| MIDSHIP BULKH'D, Upper tween decks | ✓ | | | | | | | | | |
| „ „ Second „ | ✓ | | | | | | | | | |
| „ „ Third „ | ✓ | | | | | | | | | |
| „ „ Holds | 54-34 | 72x46 68x46 48x46 | CR. 200-75x11.5 2x0 381x100x13.4x16.7 | | | | | | | |
| COLLISION „ (in Hold) | 50-28 | 250x90x12.5 | 2-4 1/2 | O.T. FLAT. | | | | | | |
| AFTER PEAK „ | 42-30 | 300x90x13.5 | 2-4 1/2 | 24" x 36" | ✓ | | | | | |

| | | | | |
|--|---|----------------|---|--------------|
| KEEL, Bar | ✓ | 10" x 2" | ✓ | Burnmaster |
| STEM | Forging. | 10" x 2 1/2" | ✓ | Wain. |
| | | 17" x 2 3/4" | | |
| STERN FRAME { Propeller Post | | as per | | Kohlowa |
| { Rudder „ | basting | approved plan. | | Steel Works. |
| RUDDER—A x D | 506 | | | |
| Speed of Vessel | 11 1/4 KNOTS | | | |
| RUDDER mainpiece at head ... | Forged | 11 3/8" | | Burnmaster |
| „ „ heel ... | Steel | 8 3/8" | | Wain |
| „ how constructed | 4 angles shrunk on & keyed to mainpiece | | | |
| „ double or single plate | single | 1-12. | | |
| „ coupling, vertical or horizontal | Horizontal. | | | |

| | |
|--|----------------------|
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) | Open hearth process. |
| Plates:— Vereinigte Stahlwerke, Mannesmannröhren-Werke, Lloydsdale Iron & Steel Works. | |
| Sections:— Gutehoffnungshütte | |
| Has the Steel been tested as required by the Rules? | Yes. |

M.S. GARONNE

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | |
|--|--------------------------|---------------|--------------|----------|------------|--------|--------------------------|---------------|--------------|--------------------------|-----|--------|--------------------------------|--------|---------------|
| | In Ship. | | | In Ship. | | | Per Rule or as approved. | | | Per Rule or as approved. | | | Rivets in Longitudinal Frames. | | |
| | mm. | mm. | mm. | mm. | mm. | mm. | mm. | mm. | mm. | mm. | mm. | mm. | Diam. | Spang. | Ins. |
| Framing of L, L or C | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks | 150 | 75 | 11 | 180 | 90 | 9.5 F | 150 | 75 | 9.5 F | 180 | 90 | 9.5 F | 7/8 | 5/4 | 5/4 FROM FRS. |
| Frames from Uppermost Continuous Deck | 230 | 90 | 11 | 180 | 90 | 10 A | 230 | 90 | 11 F | 180 | 90 | 10 A | " | " | " |
| " 2 | 230 | 90 | 11 | 180 | 90 | 9.5 F | 230 | 90 | 11 | 180 | 90 | 9.5 F | " | " | " |
| " 3 | 250 | 90 | 11 | 180 | 90 | 10 A | 250 | 90 | 11 | 180 | 90 | 10 A | " | " | " |
| " 4 | 250 | 90 | 14 | 180 | 90 | 10 A | 250 | 90 | 14 | 180 | 90 | 10 A | " | " | " |
| " 5 | 280 | 90 | 12 | 180 | 90 | 10.5 A | 280 | 90 | 12 | 180 | 90 | 10.5 A | " | " | " |
| " 6 | 280 | 90 | 14 | 180 | 90 | 11.5 F | 280 | 90 | 14 | 180 | 90 | 11.5 F | " | " | " |
| " 7 | 300 | 90 | 13 | 200 | 90 | 10.5 A | 300 | 90 | 13 | 200 | 90 | 10.5 A | " | " | " |
| " 8 | 300 | 90 | 14.2 | 200 | 90 | 13 A | 300 | 90 | 14.2 | 200 | 90 | 13 A | " | " | " |
| " 9 | 300 | 90 | 17 | 230 | 90 | 11.5 F | 300 | 90 | 17 | 230 | 90 | 11.5 F | " | " | " |
| " 10 | 350 | 100 | 14 | 250 | 90 | 11 A | 350 | 100 | 14 | 250 | 90 | 11 A | " | " | " |
| " 11 | 350 | 100 | 14 | 250 | 90 | 11.5 F | 350 | 100 | 14 | 250 | 90 | 11.5 F | " | " | " |
| " 12 | 350 | 100 | 14 | 250 | 90 | 12 A | 350 | 100 | 14 | 250 | 90 | 12 A | " | " | " |
| " 13 | 381 | 102 | 13.4 | 280 | 90 | 12 F | 381 | 100 | 13.4 | 280 | 90 | 12 F | " | " | " |
| " 14 | 17 | 4 | .53 | 280 | 90 | 12 F | 17 | 4 | .53 | 280 | 90 | 12 F | " | " | " |
| " 15 | 17 | 4 | .61 | 17 | 4 | .61 | 17 | 4 | .61 | 17 | 4 | .61 | " | " | " |
| " 16 | 17 | 4 | .61 | 17 | 4 | .61 | 17 | 4 | .61 | 17 | 4 | .61 | " | " | " |
| Spacing of Longitudinal Frames | Amidships | 2' 4" BOTTOM. | 2' 6" SIDES. | | | | Amidships | 2' 4" BOTTOM. | 2' 6" SIDES. | | | | | | |
| | At Ends | 30 | | | | | At Ends | 30 | | | | | | | |
| IN MOTOR ROOM. TRANSVERSE FRAMES AND FLOORS. | | | | | | | | | | | | | | | |
| Double Bottoms | | | | | | | | | | | | | | | |
| L, L or C | | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | |
| In Bridge | Depth and Thickness | 21 | 40 | BKTD. | AT BOTTOM. | | 38 | | | | | | | | |
| 'tween Decks | Face Angles | 3 1/2 | FL. | | | | 3 | FL. | | | | | | | |
| | Lugs to Shell | 90 | 90 | 10 | | | 3 1/2 | 3 1/2 | 38 | | | | 3/4 | 3 1/2 | |
| In Upper 'tween Decks. | Depth and Thickness | | | | | | | | | | | | | | |
| | Face Angles | | | | | | | | | | | | | | |
| | Lugs to Shell | | | | | | | | | | | | | | |
| In Hold. | Depth and Thickness | T 57 | 46 | | | | T 57 | 46 | | | | | | | |
| | Face Angles | B 72 | 46 | | | | B 72 | 46 | | | | | | | |
| | Lugs to Shell | 150 | 90 | 14 1/2 | | | 150 | 75 | 11 1/2 | | | | 6 | 3 1/2 | 58 |
| | Back Bars | 150 | 150 | 13 | | | 150 | 150 | 12 1/2 | | | | 6 | 6 | 46 |
| | Brackets | | | | | | | | | | | | | | |
| Spacing of Transverse Frames | 8' 11" - 12' 8" - 8' 11" | | | | | | | | | | | | | | |
| | JOGGLED. | | | | | | | | | | | | | | |
| Total | Longitudinal | 150 | 75 | 8 | | | | | | | | | | | |
| | Beams of | 250 | 90 | 11 | | | | | | | | | | | |
| | L, L or C | 165 | 75 | 10 | | | | | | | | | | | |
| | Bridge Deck | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | |
| | Second | | | | | | | | | | | | | | |
| | Third | | | | | | | | | | | | | | |

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

5c.11.23. T.

| | | | | | | | |
|-----|---|---------------------------------|--|---------|--|-----------|--------|
| MID | Double bottom, aft, | F.W. Tank | 25 | 5/ | Fore peak tank, | 20'-10" | 15/ |
| | Double bottom, under Engines and Boilers, | | ✓ | WATER ✓ | After peak tank, | 20'-10" | 137 |
| | Double bottom, if under Engines only, | FUEL OIL. | 40 | 266 240 | Deep tank, aft, | FUEL OIL. | 5 |
| | Double bottom, if under Boilers only, | LUBRICATING OIL. | 5 | 22 20 | Deep tank, forward, | FUEL OIL. | 42'-9" |
| | Double bottom, forward, | | 70 | | Other tanks, if fitted, | | 522. |
| | | Total capacity of double bottom | 345 | | (If necessary, furnish further information by sketch.) | | |
| | * The wells are not to be included in the lengths of the tanks. | | | | | | |
| COL | | | | | | | |
| AFT | | | | | | | |
| STE | | | | | | | |
| | Order for Special Survey No. | 38 | | | | | |
| | Date | 11th March 1930. | Dates of Surveys held while building | | | | |
| | | | | | | | |
| | | | 1930:- 2/6; 23/7; 25/7; 28/7; 4/8; 20/8; 25/8; 27/8; 28/8; 29/8; 1/9; 2/9; 9/9; 9/9; 10/9; 12/9; 16/9; 17/9; 18/9; 25/9; 26/9; 30/9; 1/10; 6/10; 9/10; 10/10; 13/10; 15/10; 17/10; 20/10; 22/10; 25/10; 27/10; 31/10; 3/11; 5/11; 6/11; 7/11; 10/11; 12/11; 13/11; 18/11; 19/11; 14/11; 22/11; 24/11; 26/11; 28/11; 1/12; 3/12; 5/12; 8/12; 12/12; 15/12; 16/12; 17/12; 18/12; 20/12; 23/12; 29/12; 30/12; | | | | |
| | | | 1931:- 8/1; 13/1; 14/1; 15/1; 20/1; 16/1; 20/1; 23/1; 27/1; 2/2; 10/2; 17/2; 24/2; 3/3; 18/3 | | | | |
| | | | Total No. of Visits 76. | | | | |