

## STEEL STEAMER or MOTORSHIP.

Received at London Office 1400132

State if Report has been sent on the Freeboard of the Vessel No.

State if Report is sent on the Machinery of the Vessel Yes.

Date of completion of report

2nd October, 1926.

Port of

Dunkirk.

Survey held at

Dunkirk.

Date First Survey

4th July, 1925.

Last Survey

29th September, 1926.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw "PAUL EMILE JAVARY." (Machinery Amidships.)

State Type

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

Full Scantling.

State Type of Erections

Poop, Bridge, etc.

TONNAGE under Tonnage Deck...

1952.44

CLASS

100 A1

State if with freeboard as condition of Class

No.

Built at

Dunkirk.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

2470.79

Gross Tonnage

1451.77

Register Tonnage

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 87.650

Breadth (greatest moulded)

B 13.900

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

D 6.400

1st Longitudinal Number (L x D)

= 561

2nd Numeral L x (B + D)

= 1779

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

5.435

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

13.690

Do. Long Bridge to top of keel

10.190

Draught Moulded

5.485

Launched

26th July, 1926.

Yard No. 137.

Builders

Société des Ateliers et Chantiers de France.

Owners

M. A. de Gleran et d'Armenant.

Managers

d'Armenant.

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

Residence

Dunkirk.

Port of Registry

Dunkirk.

If surveyed while building, afloat, or in dry dock

Yes.

## 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.
FRAMES, Spacing amidships	630	✓	Bracket Floors, Frame	190 90 11	✓
" " from 1/2 length to Collision bulkhead	630	✓	" " Reversed Frame	190 90 11	✓
" " in peaks	610	✓	" " Vertical Struts	190 90 11	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	965 11	✓
Frame Amidships, Angle [ or ]	200 84 11	✓	" " top Angles	75 75 10.5	✓
" " Extends up to	Gunwale.	✓	" " bottom Angles	100 100 11	✓
Reversed Frame Amidships, Angle	Deep C framing.	✓	Side Girders, No. each side and thickness	Due 8.5	✓
" " Extends up to	✓	✓	Margin Plate depth (excl. of flange) and thickness	880 10	✓
Depth of Framing Girder	200	✓	" " Vertical Angle to Tank side	75 75 8.5	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	✓	✓	" " Bracket abaft 1/2 len. from stem	75 75 8.5	✓
" " Second 'tween Decks, Angle, [ or ]	✓	✓	" " Vertical Angle to Tank side	75 75 8.5	✓
" " Third " " "	✓	✓	" " Bracket forward 1/2 len. from stem	75 75 8.5	✓
Framing in Peaks, Angle [ or ]	150 75 9	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	1-890 9.5	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	19 135	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	1-600 9.5	✓
State if Frame Joggled	No.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1-600 9.5	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep framing; One side Strips and 2nd deck. Large Rivet frame angles. Shell increased in thickness. Additional intercostals. Riveting as per Rules.	✓	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars		✓	Breadth and thickness of Middle Line Strake	1-200 10	✓
SINGLE BOTTOM.			Thickness of remainder in Holds	8.5	✓
Floors, Depth and thickness at mid-line in Holds	✓	✓	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.	✓
Height of Brackets at side above base line at toe of frame	✓	✓	BEAMS.		
Middle Line Keelson, on Floors, Angles, [ or ]	✓	✓	Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	200 84 11	✓
" " Through Plate or Intercostal Plate	✓	✓	" " in way of Bridge, Angle, [ or ]	200 84 11	✓
" " Foundation Plate on Floors	✓	✓	" " Spacing	630	✓
" " Flat Plate Keel Angles	✓	✓	Second Deck, amidships, Angle, [ or ]	200 84 11	✓
Side Keelsons, No. each side	✓	✓	" " Spacing	630	✓
" " thickness of Intercostal Plate	✓	✓	Third Deck, amidships, Angle, [ or ]	✓	✓
" " Angles	✓	✓	" " Spacing	✓	✓
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [ or ]	✓	✓
Solid Floors, thickness and spacing	8.5 1-890	✓	" " Spacing	✓	✓
" " Are Frame and Reversed Frame joggled?	No.	✓	Poop Deck, Angle, E or [	150 75 10	✓
Bracket Floors, breadth and thickness at middle line	800 8.5	✓	" " Spacing	610 + 630	✓
" " breadth and thickness at margin plate	1-000 8.5	✓	Bridge Deck, Angle, E or [	190 90 11	✓
			" " Spacing	630	✓
			Forecastle Deck, Angle, E or [	190 90 11	✓
			" " Spacing	630 + 610	✓



# PILLARS AND DECKS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	✓	✓	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 .....	7.5	✓
" " " " " "	✓	✓	Thickness of Plating abreast Deck openings in way of Bridge .....	7.5	✓
" in Holds " "	✓	✓	Thickness of Plating within line of openings...	Not sheathed.	✓
" " " " " "	✓	✓	If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>		✓	<b>Third Deck.</b>	✓	✓
Stiffeners and Spacing.....	✓	✓	Stringer Plate, breadth and thickness.....	✓	✓
Plating, thickness of .....	✓	✓	If Plated, state thickness.....	✓	✓
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>	✓	✓
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓	✓
Stringer Plate, breadth and thickness in Wells	1" 350 15	✓	If Plated, state thickness .....	✓	✓
" " " " in way of Bridge	1" 350 8.5	✓	<b>Poop Deck.</b>		
" Angle in Wells .....	150 150 15	✓	Stringer Plate, breadth and thickness .....	1" 780 8	✓
Thickness of Plating abreast Deck openings in way of Wells .....	9.5	✓	Plating, Sheathing, material and thickness	Steel 6.5	✓
Thickness of Plating abreast Deck openings in way of Bridge .....	7.5	✓	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	8.5	✓	Stringer Plate, breadth and thickness.....	1" 350 8.5	✓
If Sheathed, material and thickness .....	Not sheathed.		Plating, Sheathing, material and thickness	Steel 7.5	✓
<b>Second Deck. (2nd. 1st 4 holds.)</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	2" 130 8	✓	Stringer Plate, breadth and thickness.....	1" 950 8.5	✓
			Plating, Sheathing, material and thickness	Steel 6.5	✓

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no.</i>			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	Diam.		Spacing		
	<i>inches</i>	<i>inches</i>	<i>inches</i>	<i>inches</i>		<i>inches</i>		<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>	
FLAT PLATE KEEL .....	<i>1.40</i>	<i>15</i>	<i>14</i>	<i>14</i>	✓	<i>Double.</i>	<i>22</i>	<i>90</i>	<i>Three.</i>	<i>22</i>	<i>85</i>	<i>Lapped.</i>	
<i>Deck (if any)</i>		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of of Strakes ... <i>4</i> .....		<i>12</i>	<i>10</i>	<i>10</i>	✓	<i>Double.</i>	<i>19</i>	<i>75</i>	<i>Three.</i>	<i>19</i>	<i>65</i>	<i>Lapped.</i>	
BILGE PLATING, No. of Strakes ..... <i>1</i> .....		<i>12</i>	<i>10</i>	<i>10</i>	✓	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes ..... <i>3</i> .....		<i>12</i>	<i>10</i>	<i>10</i>	✓	"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....			<i>18.5</i>	<i>18.5</i>	<i>well</i> ✓	"	<i>22</i>	<i>90</i>	<i>Four.</i>	<i>25</i>	<i>100</i>	"	
UPPER DECK, Sheer- strake in Bridge ...		<i>12</i>			✓	"	<i>19</i>	<i>75</i>	<i>Three.</i>	<i>19</i>	<i>65</i>	"	
STRAKE BELOW Sheer- strake in Wells.....			<i>15</i>	<i>15</i>	<i>well</i> ✓	"	<i>22</i>	<i>90</i>	"	<i>22</i>	<i>80</i>	"	
STRAKE BELOW Sheer- strake in Bridge ...		<i>12</i>		<i>8.5</i>	✓	"	<i>19</i>	<i>75</i>	"	"	"	"	
POOP SIDE PLATING .....					✓	<i>Single.</i>	"	"	<i>Two.</i>	<i>19</i>	<i>65</i>	"	
BRIDGE SIDE PLATING ...		<i>11.5</i>			✓	<i>Double.</i>	"	"	<i>Three.</i>	"	"	"	
FOREC'TLE SIDE PLATING			<i>9</i>		✓	<i>Single.</i>	"	"	<i>Two.</i>	"	"	"	
FORGINGS and CASTINGS.													

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>					
Extending to Upper Deck (Sec. 3 c) <b>6</b>					
Deck next below <b>✓</b>					
As per Rule <b>5</b>					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>	✓	✓	✓	✓	✓
" " Second "	✓	✓	✓	✓	✓
" " Third "	✓	✓	✓	✓	✓
" " Holds .....	9/6.5	200	90	13	740
" " (in Hold) .....	10.5/7	200	84	11	625
<b>COLLISION</b>	✓	10.5/7	150	90	610
<b>AFTER PEAK</b>	✓	10.5/7	150	90	610

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b>		Flat plate Keel.		✓
<b>STEM</b>		Roller steel bar. 8" x 2 1/8" Rodinham.		✓
<b>STERN FRAME</b>		Casting 216 x 140 Skoda.		✓
Propeller Post .....		" 191 x 140 "		✓
Rudder .....		74.85 x 1" 000 = 7.85		✓
<b>RUDDER—A x D</b>		9.5 Knots.		✓
<b>Speed of Vessel</b>		Forging 190 Skoda.		✓
<b>RUDDER</b> mainpiece at head ...		140		✓
" " heel ...		Forging & built.		✓
" how constructed .....		25.5		✓
" double or single plate		Horizontal.		✓
" coupling, vertical or horizontal.....				✓

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Lanarkshire Steel Co. : Rodinham; Acierie de France; Homecourt; Bass. Loire.**

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



EQUIPMENT No. 1878.				LETTER "S"		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.
2403	1st Bower ...	1930	✓	35.040	1970	Stockless.	Turbot.	Aug. 31. 12. 25. F. L. Kalmey.
2432	2nd „ ...	1837	✓	33.750	1970	„	„	„ „ „
2433	3rd „ ...	1836	✓	33.720	1650	„	„	„ „ „
	Collective weight.	5603	✓	12.260	5590	Ordinary.	Turbot.	Aug. 31. 12. 25. F. L. Kalmey.
2434	Stream .....	512	128		510			

CHAIN CABLES.				HAWSERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Length. Diam.	Stat. Break. ing.	Supplied. Per Rule.	Length. Diam.			
2089	441 1 1/16	59 1/2 82 3/4	414. 1. 4. 397. 3. 0.	440 1 1/16	Link.	Dominique.	Aug. 25. 11. 9. 25. R. N. L. Kalmey.
	in. in.	Kgs.		in. in.			
	160 108	35.560		160 108			

Steering Gear, *Thomson-Houston Electric.* *Paul Duclos.* *Marseille.* Steering Gear, Hand *Paul Duclos.* *Marseille.*  
*W. L. G. & Co. Ltd.* *London.* *Electric.* *Emerson.* *W. L. G. & Co. Ltd.*  
 Boats *24' x 7' 6" x 3'* *4' x 6' 0"* Steering Chains, Size and Test *nom. Direct gear.* Windlass *Electric.*

Ceiling in Holds, thickness and material *65 1/4 in. fir.* Cargo Battens, thickness, material and spacing *65 1/4 in. fir. - 180 in. space.*

Cargo Hatchways. (Upper Deck) *Steel plates and angles.* Thickness of Hatches *75 1/4 in. Solid.*

Size of No. 1 Hatchway (Forward) *8' 1 1/2 x 5' 6"* No. 2 *13' 2 1/2 x 5' 6"* No. 3 *13' 2 1/2 x 5' 6"* No. 4 *8' 1 1/2 x 5' 6"* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams *Six at No. 1 and 4. and ten at No. 2 and 3*  
*hatchways.*

LE DIRECTEUR  
*Builder's Signature*  
 SOCIÉTÉ DES ATELIERS  
 & CHANTIERS DE FRANCE  
 DUNKERQUE

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Secretary's and Paris Office letters and in other respects in conformity with the Rules.  
 The materials and workmanship are good.  
 The upper and weather decks, gutterways, watertight bulkheads, shaft tunnel and watertight door have been hoisted and found satisfactory.  
 The double bottom tanks (water ballast, fresh water feed, oil fuel, lubricating oil and Cofferdam) and the peak tanks have been tested under the required water pressure and found satisfactory.  
 The steering gear, windlass and Downton hand pump have been examined under working conditions and found satisfactory. The vessel is.

(Rate £1 = No. 173.25)  
 The amount of Entry Fee ..... No. : 1040.-  
 Interim Certificate No. : 182.-  
 Special Survey Fee .... No. : 34.330.-  
 Paris Office Expenses No. : 100.-  
 Travelling Expenses, if any No. : 167.-  
 Fees applied for, 4. 10. 1926  
 Received by me, 5/11/26  
 I am of opinion the Vessel should be Classed + 100 A1.  
 (Please see note re: made in General Declaration.)  
 State whether the Vessel has been built under Special Survey *Yes.*  
 Hull & Machinery *Dunkirk.* Date of issue *19/10/26*  
 Certificate to be sent to *Dunkirk.* Signature *J. W. Curran.*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Character assigned *+ 100 A1*  
 Lloyd's atcl  
 + Lmc 9.26 cl DB 100/16  
 Oil Engines  
 write *OK*  
 009418-00 9427-0043 2/2



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.)

fitted with an electric lighting installation also wireless telegraphy. Please refer to copy of Interim Certificate forwarded herewith together with a print of midship section and 2 casting and forging reports relating to the stern frame and ladder.

Masts:—While testing a 25 ton derrick fitted to the mast at the after end of the Bridge deck, on the 9th September 1926, the top framework joining the two masts (Pruissessean system) buckled slightly and, owing to lack of time, the Builders have arranged to carry out the necessary repairs and strengthening on the vessel's return to Dunkirk at the end of the present voyage. As the buckled framework does not, in my opinion, interfere with the efficiency or seaworthiness of the vessel this arrangement is submitted for the favourable consideration of the Committee and it is recommended that the vessel be classed 100A1 subject to the mast at the after end of the Bridge being repaired on the first convenient opportunity.

J.W.S.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	1190 Kgs.	J.C.	443	10.7.25
	2nd "	1170 "	"	447	10.8.25
	3rd "	1161 "	"	441	10.7.25

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 8<sup>8</sup> 850, R.Q.D. ✓ ft., Bridge 18<sup>8</sup> 900, Forecastle 11<sup>8</sup> 390 (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) One deck (steel) and 2nd deck (steel) in Nos. 1 and 4 holds.

Official No. ✓ ; Signal Letters ✓ Is bottom of Vessel coated with cement Yes. if not give particulars of composition Except in way of double bottom oil fuel tanks.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	93'	28.35	Fore peak tank,	✓	39
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	67
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	75	22.68	Other tanks, if fitted,	✓	✓
		Total capacity of double bottom 404			

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

Order for Special Survey No. 194.

Date 6th July 1925.

Dates of Surveys held while building

1925. July 4. 31: Aug. 4. 18. 21. 22. 24. 25. 26. 27. 28: Sept. 1. 2. 3. 4. 7. 8. 9. 10. 14. 15. 16. 17. 18. 21. 22. 23. 24. 28. 29. 30: Oct. 1. 2. 3. 6. 7. 9. 13. 14. 16. 17. 19. 21. 22. 23. 24. 26. 27. 28. 29. 30. 31: Nov. 2. 4. 6. 10. 12. 13. 18. 19. 20. 24. 28: Dec. 2. 3. 5. 7. 8. 9. 10. 11. 12. 15. 18. 24. 28. 29. 31: 1926. Jan. 5. 7. 11. 19. 20. 23. 25. 28. Feb. 2. 4. 5. 6. 9. 10. 11. 13. 17. 19. 22. 23. 24. 26: Mar. 3. 8. 9. 10. 12. 16. 18. 23. 26. 30: Apr. 2. 5. 6. 8. 12. 17. 26. 27. 28. 29. 30: May 10. 18. 20. 21. 25. 26. 27. 28. 29: June 2. 3. 4. 5. 8. 9. 10. 11. 12. 18. 19. 22. 23. 24. 26: July 1. 2. 3. 5. 6. 8. 9. 12. 15. 19. 21. 22. 23. 26. 27. 30: Aug. 5. 10. 14. 19. 20. 21. 23. 24. 25. 27. 30: Sept. 2. 8. 10. 11. 13. 14. 18. 22. 29.

Total No. of Visits 186