

STEEL STEAMER or MOTORSHIP.

Received at London Office 5 JUL 1929

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 *29th June 1929* Port of *Hamburg* No. *18800*Survey held at *Hamburg* Date First Survey *29th June 1928* Last Survey *15th June 1929*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Single Screw Oil Tanker "VENDENIAIRE" Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Tanker carrying Petroleum in bulk* State Type of Erections *Forecastle & Poop*TONNAGE under Tonnage Deck... *8215* CLASS ** 100 A 1* State if with freeboard as condition of Class *no* Built at *Hamburg*Do. of space or spaces between Tonnage Dk. and Upper Dk. *7* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 465.89* Launched *22nd April 1929* Yard No. *119*Total *7* Breadth (greatest moulded) *B 61.52* Builders *Deutsche Werft A.G. Hamburg*Gross Tonnage *9117* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.99* Owners *Compagnie Nationale de Navigation*Register Tonnage *6732* 1st Longitudinal Number (L x D) *= 16767* Managers *-* (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 45428* Residence *Paris*Framing Depth "d," at middle of length. See Sec. 3 (1d) *29* Port of Registry *Rouen*Proportions—Depth to Length—Uppermost continuous deck to top of keel *29* If surveyed while building, afloat, or in dry dockDo. Long Bridge to top of keel *26' 8"* On stocks, and afloatDraught Moulded *26' 8"*

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.
spacing amidships	<i>730</i>		Bracket Floors, Frame		
" from $\frac{3}{4}$ length to Collision bulkhead.....	<i>685</i>		" " Reversed Frame		
" in peaks.....	<i>610</i>		" " Vertical Struts		
HING.			Centre Girder, depth and thickness amidships <i>alt</i>	<i>1500 115 155</i>	
amidships, Angle, [or]	<i>250 90 11</i>		" " top Angles	<i>90 90 14</i>	
" Extends up to	<i>I. Deck</i>		" " bottom Angles	<i>100 100 13.5</i>	
Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>2 115</i>	
" Extends up to...			Margin Plate depth (excl. of flange) and thickness	<i>950 11.5</i>	
Framing Girder	<i>250</i>		" " Vertical Angle to Tank side	<i>130 130 13</i>	
Uppermost Continuous 'tween			Bracket <i>alt</i> <i>alt</i> <i>alt</i>		
Decks, Angle, [or]			" " Vertical Angle to Tank side		
Second 'tween Decks, Angle, [or]			Bracket forward $\frac{1}{2}$ len. from stem		
Third " " " "			" " Gussets, spacing and scantling <i>alt</i> <i>alt</i> <i>alt</i>	<i>115 13</i>	
Peaks, Angle or [.....	<i>230 90 11</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....		
and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 120</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1800 13</i>	
ame Joggled	<i>no</i>		INNER BOTTOM PLATING.		
BRANGEMENTS (Sec. 7), state system and particulars	<i>Stringers - Deck and shell frames</i>		Breadth and thickness of Middle Line Strake ...	<i>1180 14 16</i>	
ENING OF BOTTOM FOR State Particulars	<i>3 bottom stringers increased thickness and extra side girders</i>		Thickness of remainder in Holds		
TOM.			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>yes</i>	
amidships, Angle, [or]	<i>250 90 11</i>		BEAMS.		
ight of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships <i>alt</i> <i>alt</i> <i>alt</i>	<i>200 90 10</i>	
Keelson, on Floors, Angles	<i>250 90 11</i>		" " in way of Bridge, Angle, [or]	<i>180 90 9.5</i>	
" Through Plate <i>alt</i> <i>alt</i> <i>alt</i>	<i>2150 13.5</i>		Spacing	<i>730</i>	
" Foundation Plate on Floors			Second Deck, amidships, Angle, [or] <i>alt</i> <i>alt</i> <i>alt</i>	<i>200 90 9.5</i>	
" Flat Plate Keel Angles	<i>100 100 13.5</i>		Horizontal girder		
ns, No. each side			Spacing.....	<i>730</i>	
thickness of <i>alt</i> <i>alt</i> <i>alt</i>	<i>105</i>		Third Deck, amidships, Angle, [or] <i>alt</i> <i>alt</i> <i>alt</i>	<i>200 90 9.5</i>	
Angles <i>alt</i> <i>alt</i> <i>alt</i>	<i>200 75 10</i>		Horizontal girder		
TOM. AFT.			Spacing.....	<i>730</i>	
ors, thickness and spacing	<i>115 13 730</i>		Fourth Deck, amidships, Angle, [or]		
" Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing.....		
Floors, breadth and thickness at middle line			Poop Deck, Angle, [or]	<i>200 75 12</i>	
" breadth and thickness at margin plate.....			Spacing.....	<i>730</i>	
			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]	<i>180 75 10</i>	
			Spacing	<i>670</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.....	2	14	14	14							
Forward in 'tween Decks, Size and Spacing.....	hollow pillars	150	10	two							
" " " " "											
Forward in Holds " " "		250	11	two							
" " " " "											
Centre Line Bulkhead.											
Stiffeners and Spacing.....	5	250	90	11	730						
Plating, thickness of	16	95	12								
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells.....		1860	25								
" " " " in way of Bridge.....											
" Angle in Wells	200	200	23								
Thickness of Plating abreast Deck openings in way of Wells	23				(watch for Certificate)						
Thickness of Plating abreast Deck openings in way of Bridge											
Thickness of Plating within line of openings.....	9.5										
If Sheathed, material and thickness	not										
Second Deck.											
Stringer Plate, breadth and thickness in Wells.....	150	10.5									
Stringer Plate, breadth and thickness in way of Bridge.....											
Thickness of Plating abreast Deck openings in way of Wells											
Thickness of Plating abreast Deck openings in way of Bridge											
Thickness of Plating within line of openings.....											
If Sheathed, material and thickness											
Third Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
Fourth Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness											
Poop Deck.											
Stringer Plate, breadth and thickness	1200	15	15								
Plating, Sheathing, material and thickness	65	9	10								
Bridge Deck.											
Stringer Plate, breadth and thickness.....											
Plating, Sheathing, material and thickness											
Forecastle Deck.											
Stringer Plate, breadth and thickness.....	850	10.5									
Plating, Sheathing, material and thickness	7.5										

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
								Diam.					Spacing cr. to cr.
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.			
FLAT PLATE KEEL	1250	22.5	20	20		double	25	91	4	25	100	Lapped	
„ DBLG. (if any)	-	-	-	-		-	-	-	-	-	-		
BOTTOM PLATING, No. of Strakes4.....	2100	20.5	20.5	16		"	25	91	4	25	100	"	
BILGE PLATING, No. of Strakes1.....	1150	20.5	16.5	16		"	25	91	4	25	100	"	
SIDE PLATING, No. of Strakes3.....	2150	16	12	16		"	22	81	5	22	77	"	
UPPER DECK, Sheer-strake in Wells.....	2160	23	12	12		"	25	91	5	28	126	"	
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-		
STRAKE BELOW Sheer-strake in Wells.....	2160	19	12	12		double	25	91	4	25	100	"	
STRAKE BELOW Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-		
POOP SIDE PLATING	-	-	-	10		single	22	88	2	22	77	"	
BRIDGE SIDE PLATING ...	-	-	-	-		-	-	-	-	-	-		
FORE'TLE SIDE PLATING	-	-	11	-		single	22	88	1	22	77	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	11
" Deck next below	6
As per Rule	74

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	8-13.5			250.90.13	760
" " Second "	9-14	91.11	792		
" " Third "					
" " Holds					
COLLISION " (in Hold)	8-13.5			250.90.11	525
AFTER PEAK " "	7.5-9.5			250.90.11	590

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Forging	265-80	Guthrie & Co.	
STERN FRAME { Propeller Post	Forging	100-300	A.G.	
{ Rudder "	Forging	260-8	Essex	
RUDDER—A x D				
Speed of Vessel		11 kts		
RUDDER main piece at head	Forging	245-8		
" " heel				
" how constructed		Simplex Rudder	Swift & Co.	
" double or single plate		double plate E.W.		
" coupling, vertical or horizontal		horizontal		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Guthrie & Co., Hamburg, Schleswig-Holstein.
	Has the Steel been tested as required by the Rules? yes, by the Society's Surveyors and by the German Lloyd's.

EQUIPMENT No. <u>47363</u>										LETTER <u>dt</u>		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.				
<u>1317</u>	1st Bower ...	<u>82</u>	<u>0</u>	<u>4</u>	-	-	-	<u>60</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>81 1/2</u>	<u>Hookless Union</u>	<u>Durham Union</u>	<u>Durham 27.5.29 T. Durand</u>
<u>1318</u>	2nd „ ...	<u>81</u>	<u>2</u>	<u>18</u>	-	-	-	<u>59</u>	<u>10</u>	<u>0</u>	<u>0</u>		"	"	" <u>27.5.29</u> "
<u>1316</u>	3rd „ ...	<u>81</u>	<u>2</u>	<u>18</u>	-	-	-	<u>59</u>	<u>10</u>	<u>0</u>	<u>0</u>		"	"	" <u>27.5.29</u> "
	Collective weight.	<u>245</u>	<u>4</u>	<u>6</u>	-	-	-					<u>232</u>			
<u>61540</u>	Stream	<u>30</u>	<u>0</u>	<u>0</u>	-	-	-	<u>28</u>	<u>12</u>	<u>2</u>	<u>0</u>	<u>29 1/4</u>	<u>Hookless Union</u>	<u>R. L. & Co. Ltd.</u>	<u>Durham 27.5.29 T. Durand</u>

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.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
426	302	2 1/2	1145	160%	1036.1.0			940	300	2 1/2	Steel	Hookless Union	Durham 27.5.29 T. Durand	TOWLINE	130	5 1/2	98	130	5 1/2
														HAWSERS & WARPS	100	2 1/2	181	100	2 1/2
Sp. flex.		Cir.								Cir.				"					
Iron Stream Chain or Steel Wire	120	4 1/2	-	65.5	-			-	120	4 1/2	Steel	Hookless Union	Durham 27.5.29 T. Durand	"					

Steering Gear, Steam *yes, efficient. Atlas Works, Bremen* Steering Gear, Hand *yes, efficient*
Boats *2 ship boats, 14 ft. 14 ft. 14 ft.* Steering Chains, Size and Test *no chains* Windlass *steam, efficient*
Ceiling in Holds, thickness and material *65 mm. pine* Cargo Battens, thickness, material and spacing *50 mm. pine 230 mm. spacing*
Cargo Hatchways.-(Upper Deck) *Steel plates and angles* Thickness of Hatches *Steel hinges and covers*
Size of No. 1 Hatchway (Forward) *11' x 15'* No. 2 *21' x 7' 4"* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*
Number of Shifting Beams and/or Fore and Afters *One shifting beam No. 1 hatchway.*

Builder's Signature

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

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

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Society's Rules, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in Bulk".

The workmanship is 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, double bottom tanks, deep tanks, oil cargo tanks and cofferdam have been fitted and tested as required by the Rules and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The painting arrangement and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved and partly tested by the Society's Surveyors in accordance with the Rules and by the German Lloyd Surveyors. Anchors and chains added have been compared with the Certificates and found in order.

The amount of Entry Fee £ 11: - : -

Fees applied for,

Special Survey Fee £ 641: 17: 9

Freeboard

Travelling Expenses, if any £ 6: 0: 3

Received by me,

23.9.29

I am of opinion the Vessel should be Classed *+ 100 A 1*
"Carrying Petroleum in Bulk"

State whether the Vessel has been built under Special Survey *yes*

Signature

Christoph Th. Goering

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Han*

Date of issue

23/7/29

Committee's Minute

TUE. 23 JUL 1929

FRI. 2 AUG 1929

TUE. 20 AUG 1929

Character assigned

+ 100 A 1

Carry: petroleum in bulk.

Lloyd's A.R.C.P.

Rudder electrically welded

+ drive 6.29

C.L. 32

Fitted for oil fuel (6.29)

31.4.1929 150° F

Lloyd's Register
Foundation

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.)

The keelboard as assigned by the Committee has been marked on the vessel's sides, verified and cut in. General Equipment found satisfactory. The Rudder is of special construction E.W. Simpson Balance Type (see Secretary's letters 19 24 Sept; 17 Oct; 5 Nov 1928. Plans returned herewith:

1) Midship Section; 2) Profile and decks; 3) Sternframe and rudder; 4) Stern; 5) After sillbank and cofferdam; 6) After framing; 7) After peak bulkhead; 8) Fore peak, chain locker and pumproom; 9) Alteration to fore oil fuel tank; 10) Engine seating; 11) Side girder in after cofferdam. 12) Ventilator coverings.

Two Test Certificates attached.

305976 R.R.

(See Stanasfelt re Rudder Electric Weld) H. Nichols. Th. Goering.

See also Mr. Palmer J. S. 29

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

1st Bower	Head	W. 54.0.2; deep test 12", N.B. 4007	18.5.29	Distmund.
	Shank	56.0.6	4007	
2nd "	Head	53.2.19	4008	
	Shank	27.3.27	606	
3rd "	Head	53.1.44	4006	
	Shank	28.1.13	605	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.8 ft., R.Q.D. — ft., Bridge — ft., Forecastle 19.5 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) One deck Steel

Official No. — ; Signal Letters — Is bottom of Vessel coated with cement no if not give particulars of composition Oil tankers not coated; plates cement, otherwise paint or Bitumastic

PARTICULARS OF WATER BALLAST.—

Where Fitted.	°Length. Feet.	Water Capacity. Tons.	Where Fitted.	°Length. Feet.	Water Capacity Tons.
Double bottom, aft,	57	181	Fore peak tank,	22	182
Double bottom, under Engines and Boilers,			After peak tank,	16	128
Double bottom, if under Engines only,			Deep tank, aft,	10	576
Double bottom, if under Boilers only,			Deep tank, forward,	47	766
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		181	(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. 118

Date 14.6.28.

Dates of Surveys held while building

1928. June 29, July 1, 9, 16, 26; Aug. 4, 9, 22; Sept. 2, 4, 10, 17, 24, 27; Oct. 3, 12, 26; Nov. 6, 8
1929. Feb. 13; March 14, 18, 20, 21, 22, 25, 27, 30; April 3, 6, 9, 12, 18, 19, 20, 26; May 3, 7, 15; June 3, 16, 14.

Total No. of Visits 43.