

Rpt. 1.

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 23 DEC 1933

State if Report has been sent on the Freeboard of the Vessel *Yes* P10159State if Report is sent on the Machinery of the Vessel *Yes* *here with*

Date of completion of report

11<sup>th</sup> december 1933.

Port of TRIESTE

No. 10248

Survey held at

Monfalcone

Date First Survey

8<sup>th</sup> August 1932

Last Survey

1<sup>st</sup> December

1933

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

Tw. &amp; M. V. 1 MARGUERITE FINALLY

MACHINERY AFT.

State Type

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

FULL SCANTLING

State Type of Erections AFTER BR, BR, &amp; TELE

TONNAGE under Tonnage Deck...

11,431.859

CLASS 100 A1

State if with freeboard as condition of Class

No

Built at

Monfalcone

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

11,431.859

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

L 520.0

Launched 22<sup>nd</sup> July 1933. Yard No. 251

Gross Tonnage

12,505.04

Breadth (greatest moulded)

B 40.0

Builders CANTIERI RIUNITI DELL'ADRIATICO

Registered Tonnage

7,260.84

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

D 38.75

Owners SOCIETE' AUXILIAIRE DES TRANSPORTS

1st Longitudinal Number (L x D) = 20,150

Managers

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

2nd Numeral L x (B + D) = 56,550

Residence

REGISTERED DIMENSIONS.

METRES ITALIAN METHOD FEET, BRITISH METHOD

Length (65.31) 522.0

Breadth 21.44 70.22

Depth 11.79 38.75

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

13.42

Port of Registry LE HAVRE

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

13.42

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

30'-35"

Draught Moulded

WHILE BUILDING

## 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	LONGIT. FRAMING		Bracket Floors, Frame	✓	
" " from FRAME 11 to 47	760		" " Reversed Frame	✓	
" " bulkhead FROM FR. 82 to 96	665		" " Vertical Struts	✓	
" " in peaks	610		Centre Girder, depth and thickness amidships	180 16 1484	165 13
IDE FRAMING.			" " top Angles	90 90 14	
Frame IN WAY OF MOTOR SPACE	250 90 11		" " bottom Angles	130 130 16	
" " Extends up to	UPPER DECK		Side Girders, No. each side and thickness	THREE	135
Reversed Frame IN FORE HOLD	340 100 15		Margin Plate	16	
" " Extends up to	2 <sup>nd</sup> DECK		" " thickness	16	
Depth of Framing Girder	✓		" " Angle to Tank side	1200 100 16	
Frames in Uppermost Continuous 'tween	300 90 13		" " Bracket abaft 1/2 len. from stem	✓	
" " Decks, Angle, [ or ]	✓		" " Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, [ or ]	✓		" " Bracket forward 1/2 len. from stem	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling	✓	
Framing in Peaks, Angle, [ or ]	250 90 11		" " abaft 1/2 len. from stem	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓		" " Gussets, spacing and scantling	✓	
State if Frame Joggled	No		" " forward 1/2 len. from stem	✓	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	3 SIDE STRINGERS		Tank Side Brackets, height above base line at toe of Frame and thickness	2800 11	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SOLID FLOORS AT EVERY FRAME, DOUBLE RIVETED FRAMES, AND TWO LINES OF INTERCOSTALS IN WAY OF BALLAST TANK. BULK HEADS 90x90 TO BOTTOM LONGITUDINALS IN 162 W.B. TANK AND 160 OIL TANK. STRAKES OF PLATING NEXT TO KEEL MAINTAIN MIDSHIP THICKNESS TO COLLISION BULK HEAD.		INNER BOTTOM PLATING.		
INGLE BOTTOM.			Breadth and thickness of Middle Line Strake	1960 16	
Floors, Depth and thickness at mid-line in Holds	✓		Thickness of remainder in Hold	30 to 16	
Height of Brackets at side above base line at toe of frame	✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Bulkheads and Boiler Room?	YES	
Middle Line Keelson, Floor, Angle, [ or ]	180 90 10		BEAMS.		
" " Through Plate or Intercostal Plate	1400 11.5		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	LONGIT. BEAMS	
" " Foundation Plate on Floors	✓		" " in way of Bridge, Angle, [ or ]	✓	
" " Flat Plate Keel Angles	100 100 14		Spacing	250 90 13	
Side Keelsons, No. each side	✓		Second Deck, amidships, Angle, [ or ]	230 90 13	
" " thickness of Intercostal Plate	✓		Spacing	250 90 11	
" " Angles	✓		Third Deck, amidships, Angle, [ or ]	230 90 11	
DOUBLE BOTTOM. AFT.			Spacing	AT EVERY	
Mid Floors, thickness and spacing	135 1/2 AT EVERY		Fourth Deck, amidships, Angle, [ or ]	230 90 11	
" " Are Frame and Reversed Frame joggled?	YES		Spacing	AT EVERY	
" " Floors, breadth and thickness at middle line	✓		Intermediate Deck, amidships, Angle, [ or ]	230 90 11	
" " breadth and thickness at margin plate	✓		Spacing	AT EVERY	
			After Bridge Deck, amidships, Angle, [ or ]	200 75 10	
			Spacing	AT EVERY	
			Bridge Deck, Angle, [ or ]	LONGIT. BEAMS	
			Spacing	200 90 12	
			Forecastle Deck, Angle, [ or ]	200 90 10	
			Spacing	AT EVERY	

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## 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 <del>in way of Bridge</del> <b>AFT</b>	9.5	
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating <del>abreast Deck openings in way of Wells</del> <b>FORWARD</b>	9	
„ „ „ „ „			Thickness of Plating <del>abreast Deck openings in way of Bridge</del> <b>AFT</b>	9.5	
„ in Holds „ „			Thickness of Plating within line of openings <b>AFTER</b>	8.5	
„ „ „ „ „			If Sheathed, material and thickness	✓	
<b>WING LONGIT. Centre Line Bulkhead S.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	7340 x 100 x 14 to 200 x 90 x 10 spaced 762 to 800 mm		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	13.75, 12, 10.75, 10, 10.75, 13.5		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	1573 25.5		If Plated, state thickness .....	✓	
„ „ „ „ in way of Bridge	30.5		<b>AFTER BRIDGE Deck.</b>		
„ Angle in Wells .....	200 200 25		Stringer Plate, breadth and thickness .....	10 10	
Thickness of Plating abreast Deck openings <del>in way of Wells</del>	21.75		Plating, Sheathing, material and thickness	Pl. 8 mm, SHEATHING 6.5 mm	
Thickness of Plating abreast Deck openings in way of Bridge	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	14.75		Stringer Plate, breadth and thickness.....	11 11.5	
If Sheathed, material and thickness	✓		Plating, <del>Sheathing, material and</del> thickness	9.5	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	FRWD 9.5		Stringer Plate, breadth and thickness.....	10 10	
			Plating, <del>Sheathing, material and</del> thickness	9.5	

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No</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 .....	<del>1422</del> <i>1422</i>	<del>25.4</del> <i>25.4</i>	<del>21.8</del> <i>21.8</i>	<del>21.8</del> <i>21.8</i>		<i>DOUBLE</i>	<del>28</del> <i>28</i>	<del>112</del> <i>112</i>	<i>THREE</i>	<del>28</del> <i>28</i>	<del>126</del> <i>126</i>	<i>DOUBLE STRAPS</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>FOUR.</i>	<i>2127</i> <i>1939</i> <i>2149</i> <i>1849</i>	<i>21.25</i>	<i>18.5</i>	<i>14.25</i>		<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>FIVE</i>	<i>25</i>	<i>112</i>	<i>LAPPED</i>
BILGE PLATING, No. of Strakes <i>TWO.</i>	<i>1892</i> <i>2060</i>	<i>21.25</i>	<i>14.25</i>	<i>14.25</i>		<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>FIVE</i>	<i>25</i>	<i>112</i>	<i>LAPPED</i>
SIDE PLATING, No. of Strakes <i>FOUR.</i>	<i>2260</i> <i>2220</i> <i>2170</i> <i>2050</i>	<i>17.25</i>	<i>13.25</i>	<i>13.25</i>		<i>TREBLE</i>	<i>22</i>	<i>77</i>	<i>FOUR</i>	<i>22</i>	<i>88</i>	<i>LAPPED</i>
UPPER DECK, Sheer-strake in Wells.....	<i>1372</i>	<i>28</i>	<i>13.25</i>	<i>13.25</i>		<i>DOUBLE</i>	<i>28</i>	<i>112</i>	<i>THREE</i>	<i>28</i>	<i>126</i>	<i>DOUBLE STRAPS</i>
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....	<i>1372</i>	<i>23.5</i>	<i>13.25</i>	<i>13.25</i>		<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>THREE</i>	<i>25</i>	<i>112</i>	<i>DOUBLE STRAPS</i>
STRAKE BELOW Sheer-strake in Bridge ...												
AFTER BRIDGE	<i>13</i>					<i>DOUBLE</i>	<i>28</i>	<i>140</i>	<i>TWO</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>
BRIDGE SIDE PLATING .....						<i>DOUBLE</i>	<i>28</i>	<i>140</i>	<i>TWO</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>
BRIDGE SIDE PLATING ...	<i>11.5</i>	<i>14.5</i>				<i>DOUBLE</i>	<i>28</i>	<i>140</i>	<i>TWO</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>
FOREC'TLE SIDE PLATING			<i>11.5</i>			<i>SINGLE</i>	<i>22</i>	<i>88</i>	<i>TWO</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>

## 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)		FIFTEEN.							
" Deck next below		ONE							
As per Rule		EIGHT.							
		STIFFENERS.							
Plating Thickness.		VERTICAL.			HORIZONTAL.				
		Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKH'D, Upper tween decks		~~~~~			~~~~~				
" " Second "		~~~~~			~~~~~				
" " Third "		~~~~~			~~~~~				
" " Holds		5 WEBS AND 2 LONG IT. SHDS 720x90x12 1/2			7320x100x13 1/5 7200x90x10			762	
COLLISION (in Hold)		14 to 8 7200x90x10			610 3 SEMI BOX BEAMS				
AFTER PEAK		12 to 7 1/2 7230x90x11			700				
		KEEL, Bar		PLATE KEEL					
		STEM		ROLLED 280x80		WITKOWITZER BENG BAH U. EISEN H. & S.			
		STERN FRAME		BRACKETS CASTINGS PLAN		AS PER SKODA WORKS			
		Rudder Post		FORGING		DIAM. 2 1/2			
		RUDDER—A x D							
		Speed of Vessel		12.5 KNOTS					
		RUDDER main piece at head		FORGING		DIAM. 2 1/2 SKODA WORKS			
		" " heel		SIMPLEX RUDDER		DEUTSCHE WERFT.			
		how constructed		ELECTRICALLY WELDED					
		double or single plate		DOUBLE					
		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). *SIEMENS MARTIN PROCESS*  
 STEEL. *OESTERREICHISCH-ALPINE MONTAN GES.; WITKOWITZER BERGBAU U. EISENHÜTTEN GEW.; VEREINIGTE STAHLWERKE A. THYSSEN HÜTTE, HOERDER VEREIN.*  
 Has the Steel been tested as required by the Rules? *YES.*







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.)

and manometer tube nests are enclosed herewith.  
33 approved plans, relating to the construction of this vessel, have been forwarded with Tri. Kpt N. 9954 on the sister vessel "ORVILLE HARDEN", and remained in the London office.

The Deck houses above the Grudge Deck and the Pump Room Entrance House have been electrically welded with the owner's consent.

The work has been carried out to our satisfaction by experienced operators using Jöbler B. Elite electrodes.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	ANCHOR HEAD	WEIGHT	SURV. IN.	No. of CERT.	DATE OF TEST	ANCHOR SHANK	WEIGHT	SURV. IN.	No. of CERT.	DATE OF TEST
	2nd	"	63:3:6	M.B.	4325	26.11.32	"	33:28	M.B.	1352	26.11.32
	3rd	"	64:1:6	M.B.	4326	26.11.32	"	32:2:0	M.B.	1353	26.11.32
	STREAM ANCHOR	"	15:3:13	M.B.	4328	26.11.32	"	7:3:18	M.B.	1354	26.11.32

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of 54.8 ft., R.Q.D. ✓ ft., Bridge 40.0 ft., Forecastle 39.2 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) 1<sup>st</sup> DK (STL) 2<sup>nd</sup> DK (STL) CLEAR OF CARGO TANKS  
3<sup>rd</sup> DK (STL) AFT OF CARGO TANKS WEB FRAMES RUBBER ELECTRICALLY WELDED CRUISER STERN LONGITUDINAL FRAMING

Official No. ✓ : Signal Letters ✓ Is bottom of Vessel coated with cement YES, CLEAR OF OIL if not give particulars of composition ✓

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	~~~~~	~~~~~	Fore peak tank,	26	291
Double bottom, under Engines and Boilers,	~~~~~	~~~~~	After peak tank,	28	250
Double bottom, if under Engines only,	44.5	135	Deep tank, <u>forward, No 1</u>	35	982
Double bottom, if under Boilers only,	~~~~~	~~~~~	Deep tank, forward, <u>No 2</u>	18	1330
Double bottom, forward,	~~~~~	~~~~~	Other tanks, if fitted,	~~~~~	~~~~~
Total capacity of double bottom		135	(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. received by London  
Date offo.

Dates of Surveys held while building

1932 Aug 8, 12, Oct 7, 9, 10, 12, 20, 21, 24, 26, 31, Nov 7, 10, 16, 16, 18, 21, 24, 28, 30, Dec 2, 7, 9, 12, 16, 23, 29.  
1933 Jan 3, 4, 9, 11, 16, 17, 18, 19, 21, 23, 25, 25, 26, 30, 31, Feb 3, 4, 6, 8, 8, 10, 13, 15, 17, 18, 21, 22, 24, 25, 27, 28, Mar 1, 1, 2, 6, 8.  
13, 13, 15, 21, 28, 31, Apr 1, 5, 6, 8, 11, 12, 12, 13, 14, 18, 19, 22, 25, 26, 26, 29, May 1, 3, 3, 5, 6, 10, 10, 11, 12, 13, 15, 17, 19, 20, 23, 26, 27.  
29, 30, 31, June 2, 3, 5, 7, 9, 10, 12, 13, 14, 16, 17, 19, 19, 21, 23, 24, 28, July 1, 4, 8, 10, 14, 14, 17, 19, 21, 22, 22, 27, 28, Aug 8, 8, 25, 29, Sep 9, 11, 13.  
16, 18, 20, 26, Oct 3, 4, 7, 22, 23, 25, 27, Nov 15, 27, 30, Dec 4.

Total No. of visits 159



## 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. Diam. Speng.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads. Number. Diameter.																																																																																																																																																																																																																																																										
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