

Rpt. 1

DISCLOSED

SECTION

No. 885

## STEEL STEAMER or MOTORSHIP.

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*

DISCLOSED

Received at London Office

SECTION

No. 885

No. 24a

Date of completion of report *27-8-30*Port of *Groningen*Survey held at *Groningen*Date First Survey *17-9-37*Last Survey *21-6-1938*

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

*Single screw steel motor vessel "ALOUETTE"*

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

*complete Superstructure with Tonnage opening*

State Type of Erections Bridge on

*Shelter deck.*

TONNAGE under Tonnage Deck...

CLASS *+100A1* ✓ State if with freeboard as condition of Class *yes*Built at *Groningen*

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 *143'-1"*Launched *20-4-38* Yard No. *162*

Total

Breadth (greatest moulded)

B *25'-7"*Builders *Scheepswerk "Gideon"*

Gross Tonnage

*275.74*

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

D *15'-3"*Owners *The General Steam Navigation Co. Ltd.*

Register Tonnage

*92.01*

1st Longitudinal Number (L x D)

*= 2294* ✓

Managers

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

## REGISTERED DIMENSIONS.

FEET.

Length *150.7'*Breadth *25.8'*Depth *6.9'*

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

*13'-5"*Residence *London*

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

*10.66*Port of Registry *London*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded

*14'-10"**while building*

## 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.
<b>FRAMES, Spacing amidships</b>	<i>21</i>	✓	<b>Bracket Floors, Frame</b>	<i>4 1/2 x 2 1/2 . 32</i>	✓
" " from 1/3 length to Collision bulkhead	<i>21</i>	✓	" " Reversed Frame	<i>4 1/2 x 2 1/2 . 32</i>	✓
" " in peaks... <i>AFTER FORE</i>	<i>21</i>	✓	" " Vertical Struts	<i>4 1/2 x 2 1/2 . 32</i>	✓
<b>SIDE FRAMING.</b>	<i>17 3/4</i>	✓	<b>Centre Girder, depth and thickness amidships</b>	<i>29" x . 34"</i>	✓
Frame Amidships, Angle, <i>E or F</i>	<i>4 x 2 1/2 . 20</i>	✓	" " top Angles	<i>3 x 3 . 34</i>	✓
" " Extends up to	<i>upper deck</i>	✓	" " bottom Angles	<i>3 x 3 . 30</i>	✓
Reversed Frame Amidships, Angle, <i>E or F</i>	<i>2 1/2 x 2 1/2 . 34</i>	✓	<b>Side Girders, No. each side and thickness</b>	<i>ONE . 20</i>	✓
" " Extends up to	<i>2nd deck</i>	✓	<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>23" x . 32</i>	✓
Depth of Framing Girder	<i>—</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>L 6 x 3 x . 40</i>	✓
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>4 x 2 1/2 . 20</i>	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>L 6 x 3 x . 40</i>	✓
" " Second 'tween Decks, Angle, <i>E or F</i>	<i>SEE ABOVE</i>	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>—</i>	
" " Third " " " "	<i>—</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>—</i>	
Framing in Peaks, Angle, <i>E or F</i>	<i>4 x 2 1/2 . 20</i>	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>40" x . 20</i>	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3 1/2 x 2 1/2 . 24</i>	✓	<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>no</i>	✓	Breadth and thickness of Middle Line Strake	<i>60 x . 20</i>	✓
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>ONE SIDE STRINGER IN FORE PEAK AND PEAK DECK.</i>	✓	Thickness of remainder in Holds	<i>. 20</i>	✓
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>ONE SIDE INTERCOSTAL DISTANCE 40"</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>—</i>	
<b>SINGLE BOTTOM.</b>	<i>BOTTOM FRAMES 100 x 100 x . 34</i>	✓	<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds	<i>18 1/8 x . 20</i>	✓	Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>	<i>4 x 2 1/2 . 32</i>	✓
Height of Brackets at side above base line at toe of frame	<i>22 7/8</i>	✓	" " in way of Bridge, Angle, <i>E or F</i>	<i>4 x 2 1/2 . 32</i>	✓
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>4 x 4 . 32</i>	✓	Spacing	<i>EVERY FRAME</i>	✓
" " Through Plate or Intercostal Plate	<i>10 1/8 x . 30</i>	✓	<b>Second Deck, amidships, Angle, <i>E or F</i></b>	<i>4 1/2 x 2 1/2 . 36</i>	✓
" " Foundation Plate on Floors	<i>24" x . 30</i>	✓	Spacing	<i>EVERY FRAME</i>	✓
" " Flat Plate Keel Angles	<i>3 1/2 x 3 1/2 . 40</i>	✓	<b>Third Deck, amidships, Angle, <i>E or F</i></b>	<i>—</i>	
Side Keelsons, No. each side	<i>ONE</i>	✓	Spacing	<i>—</i>	
" " thickness of Intercostal Plate	<i>. 30</i>	✓	<b>Fourth Deck, amidships, Angle, <i>E or F</i></b>	<i>—</i>	
" " Angles	<i>4 1/2 x 3 . 32</i>	✓	Spacing	<i>—</i>	
<b>DOUBLE BOTTOM. FOREWARD FRAME N° 50-70</b>			<b>Poop Deck, Angle, <i>E or F</i></b>	<i>—</i>	
Solid Floors, thickness and spacing	<i>. 20 every third floor AND AS PER PLAN</i>	✓	Spacing	<i>—</i>	
" " Are Frame and Reversed Frame joggled?	<i>NO</i>	✓	<b>Bridge Deck, Angle, <i>E or F</i></b>	<i>3 x 2 . 20</i>	✓
Bracket Floors, breadth and thickness at middle line	<i>1'-9" x . 20</i>	✓	Spacing	<i>EVERY FRAME</i>	✓
" " breadth and thickness at margin plate	<i>1'-6" x . 20</i>	✓	<b>Forecastle Deck, Angle, <i>E or F</i></b>	<i>—</i>	
			Spacing	<i>—</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.
<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 .....	-	20		
„ „ „ „ „	-				Thickness of Plating abreast Deck openings in way of Bridge .....	-			
„ in Holds „ „	-				Thickness of Plating within line of openings...	-	24		
„ „ „ „ „	-				If Sheathed, material and thickness .....	-	not sheathed		
<b>Centre Line Bulkhead.</b>					<b>Third Deck.</b>				
Stiffeners and Spacing.....	45	2 1/2	.20	✓	Stringer Plate, breadth and thickness.....	-			
Plating, thickness of .....	2 frame spaces		.20	✓	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	56	x	.32	✓	If Plated, state thickness .....	-			
„ „ „ „ in way of Bridge	56		.40	✓	<b>Poop Deck.</b>				
„ „ „ „ „			.32	✓	Stringer Plate, breadth and thickness .....	-			
„ Angle in Wells .....	3	3	.32	✓	Plating, Sheathing, material and thickness ...	-			
Thickness of Plating abreast Deck openings in way of Wells .....			.32	✓	<b>Bridge Deck.</b>				
Thickness of Plating abreast Deck openings in way of Bridge .....			.20	✓	Stringer Plate, breadth and thickness.....	-	20'	x .20	
Thickness of Plating within line of openings...			.24	✓	Plating, Sheathing, material and thickness ...	-	.20	OREGON PINE 2 1/2"	
If Sheathed, material and thickness .....			not sheathed	✓	<b>Forecastle Deck.</b>				
<b>Second Deck.</b>					Stringer Plate, breadth and thickness.....	-			
Stringer Plate, breadth and thickness in Wells...	54'		.20	✓	Plating, Sheathing, material and thickness ...	-			

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		four
Extending to Upper Deck (Sec. 3 c)		one
,, Deck next below		three
As per Rule		four

	Plating Thickness.	STIFFENERS.				
		VERTICAL.		HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHD, Upper tween decks COLLISION		20	24 3/2 x 2 1/2	20	24	✓
" " Second "						
" " Third "		32	20 25 x 2 1/2	32	22	✓
" " Holds .....		32	20 24 x 2 1/2	30	24 max	✓
COLLISION " (in Hold) .....		36	32 25 x 2 1/2	34	21 5/8	✓
AFTER PEAK " " .....		40	20 24 x 2 1/2	20	24	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....		flat keelplate		✓
STEM .....		rolled 6" x 1 1/2"		✓
			N.V. PEKELDER	
STERN FRAME { Propeller Post .....		forging 145 x 80	MAACHFABRIEK.	✓
{ Rudder .....		EL. WELDED		
		Balance rudder		✓
RUDDER—A x D .....		68		✓
Speed of Vessel .....		12 knots not exceeding		✓
RUDDER <sup>head</sup> <del>main</del> piece at head .....		forged 3 1/2"	N.V. PEKELDER approved MAACHFABRIEK. Dia. 3 1/4"	
" " heel .....				
" how constructed .....		EL. WELDED		✓
" double or single plate .....		DOUBLE PLATE ORTIZ		✓
" coupling, vertical or horizontal .....		horizontal		Shape

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open Hearth process*  
*Hartmann Hoerder Hüttenverein, Colville Bld.*

Has the Steel been tested as required by the Rules? *yes*



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.				
37504	1st Bower ...	9	0	14	✓	-	-	11	4	2	21	19	✓	Byers Improved.	—	See clerical
37503	2nd „ ...	9	0	14	✓			11	4	2	21	19	✓	Two Chiles		27th October 1937
	3rd „ ...															J. B. Butler
	Collective weight.															
50418	Stream .....	3	0	2	✓	3	4	5	10	0	0	13	✓	Iron stock		Cradley Heath 5-6-1937.

## 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.	Stations.	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.	
56540	165 <sup>7</sup> / <sub>8</sub>	1	10	27	84	-	1-0	84	165	1	Shodlink	—	Cradley Heath	16-4-1938	TOWLINE...	75	2 <sup>1</sup> / <sub>2</sub>	14	75	2 <sup>1</sup> / <sub>2</sub>
														HAWSERS & WARPS	90	2	9 <sup>7</sup> / <sub>10</sub>	90	2	
		Cir.								Cir.				"						
Iron Stream Chain or Steel Wire	45	2 <sup>1</sup> / <sub>2</sub>	14						45	2 <sup>1</sup> / <sub>2</sub>				"						

Steering Gear, Steam *Handsteering gear* Steering Gear, Hand *blocks on spare tiller*  
Boats *two lifeboats* Steering Chains, Size and Test *5/8" 4-12-2-0* Windlass *driven by motor and hand*  
Ceiling in Holds, thickness and material *2" pine* Cargo Battens, thickness, material and spacing *6"x1 1/2" pine 6"*  
Cargo Hatchways.—(Upper Deck) *steel and angle* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *33'-3"x15'-7 1/2"* No. 2 *26'-3"x15'-7 1/2"* No. 3 \_\_\_\_\_ No. 4 \_\_\_\_\_ No. 5 \_\_\_\_\_ No. 6 \_\_\_\_\_  
Number of Shifting Beams and/or Fore and Afters *5 and 4.*

*Builder's Signature*

J. KOSTER Hzn.  
Schusswaff „GIDEON“

**GENERAL DECLARATION.** It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel not to be used (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The workmanship was found good and the vessel has been built in accordance with the approved plans London and Rotterdam letters referred to on page 4. and in general conformity with the Society's Rules. All double bottom tanks, peak tanks, oil fuel bunkers and deep tanks, watertight bulkheads, decks have been tested as required by the Rules and all parts found sound and tight ✓

Treeboard marks verified and cut in in the vessel's side. It is the special desire of the Owners no cement to be fitted on the bottom in the hold. In connection herewith it is recommended bottom in hold clear of tank to be examined internally at each drydocking (cement omitted)

The amount of Entry Fee .....	£ <i>fl</i> : 36. : 00	} Fees applied for, 19
Special Survey Fee....	£ <i>fl</i> : 331. 20	
Travelling Expenses, if any	£ <i>fl</i> : 37. 00	Received by me, 2/9 1938

I am of opinion the Vessel should be Classed

Rudder electrically welded Leave out

State whether the Vessel has been built under Special Survey

*Signature*

*Surveyor to Lloyd's Register of Shipping.*

Certificate to be sent to Gwynedd Surveys. Date of issue \_\_\_\_\_

TUE 5 JUL 1948

Committee's Minute

*Character assigned*

 $+ 100 A_1$ 

with freeboard

Lloyd ACP

+ June 6.38 Ore. Aug.

ac.  
twice  
" ~~the~~  
Dye

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