

Yes (Harris No 1503.)

yes

Port of Nantes

Date First Survey 20th December 1924.

No. 1.507

11th February 1927.

Full Scantling.

State Type of Erections *Good & Fair*

CLASS +100A.1.

State if with freeboard } No.
as condition of Class }

Built at St. Nazaire (France)

Length from fore part of stem to after part of stern } nest on summer I W L. See Sec. 3 (1a) } L 371.54

Launched 23/6/26 Yard No. "05"

Depth. at middle of length from top of keel to top)

Builders. Chantier & Ateliers de St. Nazaire

of beam at side of uppermost continuous
deck. See Sec. 3 (1c)

Owners Cia Nacional de Navegacion Costera

Framing Depth "d," at middle of length. See } 15.50
Sec. 3 (1d) }

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

Residence Rio de Janeiro. (Brazil)

Proportions—Depth to Length—Uppermost con- } 13.86

Port of Registry Rio de Janeiro

Do. Long Bridge to top) 10.67.

If surveyed while building, afloat, & in dry dock

Draught Marked

Yes.

	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.
IES, Spacing amidships	680.			Bracket Floors, Frame <i>B.A.</i>	205 90 10.5	/
" from $\frac{1}{2}$ length to Collision bulkhead.....)	680.			" " Reversed Frame <i>B.A.</i>	190 90 11	
" in peaks.....)	610.			" " Vertical Struts <i>B.A.</i>	190 90 11	
FRAMING.				Centre Girder, depth and thickness amidships	1'002 x 12.5	
me Amidships, Angle, E or [.....	290 90 13			" " top Angles <i>Soutle</i>	75 75 12	
" Extends up to	190 90 9.5			" " bottom Angles <i>do</i>	100 100 14	
ersed Frame Amidships, Angle	B.A. Framing			Side Girders, No. each side and thickness	one 9.	
" Extends up to...				Margin Plate depth (excl. of flange) and thickness	750 x 11.5	
th of Framing Girder.....				" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	90 90 9.5	
mes in Uppermost Continuous 'tween Decks, Angle, E or [.....	190 90 9.5			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	130 130 13	
" Second 'tween Decks, Angle, E or [.....	190 90 9.5			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	2'040 x 2'20 x 12.	
" Third " " " "	100 80 10.			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	1360 x 12 as appd	
ing in Peaks, Angle or [.....	190 90 9.5			Tank Side Brackets, height above base line at toe of Frame and thickness	1'480 x 9.5.	
meter and Spacing of Rivets through Frame and Shell Plating amidships	22. @ 154			INNER BOTTOM PLATING.		
e if Frame Joggled	Yes			Breadth and thickness of Middle Line Strake ...	1'250 x 12	
IC ARRANGEMENTS (Sec. 7), state system and particulars)	one pentery strainer as appd			Thickness of remainder in Holds	10-9	
IGHTENING OF BOTTOM FOR-ARD. State Particulars	frame bottoms & shell increased & additional girders as appd.			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, all plates & angles are 1 $\frac{1}{4}$ " in excess of Rules in CDB under Boilers (Gunn).	
E BOTTOM.				BEAMS.		
rs, Depth and thickness at mid-line in Holds				Uppermost Continuous Deck, amidships)	190 90 9.5 B.A.	
Height of Brackets at side above base line at toe of frame				" " Well, Angle, E or [.....		
le Line Keelson, on Floors, Angles, [or [.....				" " in way of Bridge, Angle, E or [.....		
" " Through Plate or Intercoastal Plate....				Spacing	680	
" " Foundation Plate on Floors				Second Deck, amidships, Angle, E or [.....	205 90 13	
" " Flat Plate Keel Angles				Spacing.....	680	
Keelsons, No. each side				Third Deck, amidships, Angle, E or [.....	205 90 13	
" thickness of Intercoastal Plate...				Spacing.....	680	
" Angles				Fourth Deck, amidships, Angle, [or [.....		
E BOTTOM.				Spacing.....		
Floors, thickness and spacing	9 $\frac{1}{2}$ " @ 2'040."			Poop Deck, Angle, E or [.....	200 90 10.5 App'd 190.90.9.5	
" Are Frame and Reversed Frame joggled?.....	Yes			Spacing.....	1360	
et Floors, breadth and thickness at middle line.....	760 x 9 $\frac{1}{2}$ "			Bridge Deck, Angle, [or [.....		
" breadth and thickness at margin plate.....	760 x 9 $\frac{1}{2}$ "			Spacing.....		
				Forecastle Deck, Angle, E or [.....	190 90 9.5	
				Spacing	680 + 610.	

PILLARS AND DECKS.

	inches IN SHIP. m	Any Departure from Approved Plans to be Noted.		inches IN SHIP. m	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>Two Rows</i>		Stringer Plate, breadth and thickness in way of Bridge		
<i>for</i> in between Decks, Size and Spacing.....	<i>80 x 20 40.</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>7.5</i>	
" " " <i>amidships</i> " " " " " <i>under shear struts</i>	<i>330 x 12.5 as appd</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>7.5</i>	
" in Holds " "	<i>do. 390 x 13.5 as appd</i>		Thickness of Plating within line of openings...	<i>7.5</i>	
" " " " "			If Sheathed, material and thickness	<i>no.</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	<i>1170 x 9.</i>	
Plating, thickness of			If Plated, state thickness.....	<i>7.5</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>1370 x 18.5</i>		If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
" Angle in Wells	<i>150 x 150 x 18.5</i>		Stringer Plate, breadth and thickness	<i>850 x 8.5</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>13 x 15.5 as appd (see back plan)</i>		Plating, Sheathing, material and thickness ...	<i>7.5, 2 1/2" lead</i>	
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	<i>10-8</i>		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	<i>2 1/2" lead</i>		Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>1170 x 9.5.</i>		Stringer Plate, breadth and thickness.....	<i>1000 x 8.5</i>	
			Plating, Sheathing, material and thickness ...	<i>7.5 + 2 1/2" lead</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. inches m/m	Thickness. inches m/m	Thickness. inches m/m	Thickness. inches m/m					Diam. inches m/m	Spacing cr. to cr. inches m/m	
FLAT PLATE KEEL	<i>1-220</i>	<i>18</i>	<i>16</i>	<i>17</i>		<i>2 Rows</i>	<i>22. 85.</i>	<i>4 R. to 3 R</i>	<i>22</i>	<i>77-80</i>	<i>Single Straps</i>
" DBLG. (if any)	<i>✓</i>										
<i>ABCD</i> BOTTOM PLATING, No. of of Strakes <i>4</i>		<i>14</i>	<i>14</i>	<i>11.5</i>		<i>2 Rows.</i>	<i>22 85.</i>	<i>3 Row.</i>	<i>22.</i>	<i>77.</i>	<i>lapped</i>
<i>EF</i> BILGE PLATING, No. of Strakes <i>2</i>	<i>see cable</i>	<i>14.5</i>	<i>11</i>	<i>13.</i>		<i>do</i>	<i>do do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do.</i>
<i>GHJ</i> SIDE PLATING, No. of Strakes <i>3</i>		<i>14.5</i>	<i>10.5</i>	<i>10.5</i>		<i>do.</i>	<i>do do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do.</i>
UPPER DECK, Sheer- strake in Wells.....	<i>1-270</i>	<i>22.</i>	<i>10.5</i>	<i>10.5</i>				<i>5 R to 4 R.</i>	<i>25-22</i>	<i>88-78</i>	<i>Single Straps referred with case. see plan</i>
UPPER DECK, Sheer- strake in Bridge ...)		<i>✓</i>				<i>To SH. STK.</i>					
STRAKE BELOW Sheer- strake in Wells.....		<i>18.5</i>	<i>10.5</i>	<i>10.5</i>		<i>2 Rows</i>	<i>25 97</i>	<i>4 R to 3 R.</i>	<i>25-22</i>	<i>90-78</i>	<i>S. Straps</i>
STRAKE BELOW Sheer- strake in Bridge ...)		<i>✓</i>				<i>1 Row</i>	<i>19. 75.</i>	<i>2 Rows</i>	<i>19.</i>	<i>66.</i>	<i>lapped</i>
POOP SIDE PLATING				<i>9.5</i>		<i>✓</i>					
BRIDGE SIDE PLATING ...		<i>✓</i>				<i>1 Row</i>	<i>19. 75.</i>	<i>2 Rows</i>	<i>19.</i>	<i>66.</i>	<i>5. Straps</i>
FORECASTLE SIDE PLATING			<i>10.</i>								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *Seven*
 " Deck next below *all upper deck*
 As per Rule *Six*

	Plating Thickness. m/m	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<i>31-3. After division</i> MIDSHIP BULKHEAD, Upper between decks	<i>10-6.3</i>	<i>190. 90. 9.5. B.A.</i>		<i>740-823.</i>	
" <i>105, 131. 2nd do.</i>	<i>10-6.5</i>	<i>do.</i>		<i>745-792.</i>	
" <i>92 Boiler Room</i>	<i>7-11.5</i>	<i>254. 90. 12. B.A.</i>		<i>850-610.</i>	
" <i>57-60. Engine R.</i>	<i>10-6.5</i>	<i>100. 80. 8.5. O.A.</i>		<i>750-823.</i>	
" <i>Holds</i>	<i>10-6.5</i>	<i>215. 90. 13.5. B.A. 6</i>		<i>100. 80. 8.5. B.A.</i>	
COLLISION " (in Hold) <i>158</i>	<i>12-6.5</i>	<i>206. 90. 12. B.A. 6</i>		<i>120. 80. 8. O.A.</i>	
AFTER PEAK " " <i>6-10</i>	<i>11.5-6.5</i>	<i>190. 90. 9.5. B.A.</i>		<i>100. 80. 10. O.A.</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat plate keel</i>			
STEM	<i>upper Rolled Lower Casting</i>	<i>230 x 60</i>	<i>Skoda</i>	
STERN FRAME { Propeller Post Bkft. Rudder part	<i>Castings Casting</i>	<i>255 x 73 and as appd</i>	<i>do. do.</i>	
RUDDER—A x D. <i>100</i>	<i>1.031</i>		<i>do.</i>	
Speed of Vessel.....	<i>14.5.</i>			
RUDDER mainpiece at head ...	<i>Forging</i>	<i>255.</i>		
" " heel ...		<i>190.</i>		
" how constructed	<i>Forged arms shrunk on</i>			
" double or single plate	<i>Single plate</i>			
" coupling, vertical or horizontal.....	<i>Horizontal</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth.*
Usine Metallurgique de la Basse Loire Signes: Forges et Acieries de Delle; Forges et Acieries de Compiègne
and part of the American Steel, Approved in Secretary's letter dated 13th Oct 1925.
 Has the Steel been tested as required by the Rules? *Yes; and as per letter referred to.*

EQUIPMENT No. 2986-21

LETTER X.

4 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.
3851.	1st Bower ...	Cwts. qrs. lbs. 58 3 21	Cwts. qrs. lbs. 58 3 21	Tons. cwt. qrs. lbs. 47 5 0 0	56-1-0	Stöcker AB2 Type	Doremius fils	St. A. (F) 19/5/26. A. Bennett
3852.	2nd " ...	53 0 25	-	45 2 0 0		do.	do	do do do
3853.	3rd " ...	52 3 7	-	45 2 0 0		do.	do	do do do
	Collective weight.	164 3 25			160-0-0			
2573.	Stream	15 0 10	3 2 27	16 10 0 0	15-0-0	Ordinary	E. Turbot	Angen (F) 11/11/25. do

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.	Statu- Break- ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
5034. A.	494.1 54.	82640. 115600	33963. 56. 30940.	495. 54	Steel Cable	Chambers Amateuonous	St. Amant 2/2/27	TOWLINE	120 4 1/2	39	120 4 1/2
	93. 4 1/2	39.5		90. 4 1/2	wire	Cable de Angers	A. Bennett. Angers: 22/11/26 G.A. Laing	HAWSERS & WARPS	90 2 1/2	12 1/2	90 2 1/2
									90 2 1/2		90 2 1/2
									90 7"	✓	90 7"
									90 7"	✓	90 7"

Steering Gear, *Hyd. Brown Bros. Edinburgh, 279 1/2" x 148 1/2"* working at 560. Kg per sq. cm. Steering Gear, Hand *Brown Bros.*

Boats *6 @ 29' x 8.75' x 3.6'* Steering Chains, Size and Test *none. (Hydraulic Gear)* Windlass *Emmeran Walker 2 1/4 x 3 1/7*

Ceiling in Holds, thickness and material *2 1/2" W.W. No 3 Hold tiled all over for salt cargo.* Cargo Battens, thickness, material and spacing *6 x 2" @ 6" W. Wood*

Cargo Hatchways. (Upper Deck) *Five (Nos 2 & 4 are twin hatches)* Thickness of Hatches *2 1/2" & 3"*

Size of No. 1 Hatchway (Forward) *18' x 13'-0 1/2"* No. 2 *17'-10" x 11'-6"* No. 3 *8'-11 1/2" x 14'-10"* No. 4 *13'-5" x 11'-11 1/2"* No. 5 *13'-5" x 13'-2 1/2"* No. 6 *✓*

Number of Shifting Beams *Three in Nos 1 & 2: One in Nos. 3, 4, 5. all as approved.*

Builder's Signature

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans, instructions and rules. The material and workmanship are good. The freeboard has been verified and the marks cut in on vessels sides. All double bottom, peak, and oil fuel tanks, weather decks, bulkheads & tunnel have been tested as required by the rules and found satisfactory.

The amount of Entry Fee £ 8. :
 Freeboard 10. :
 Special Survey Fee.... £324. 13. 0. :
 Damage Report :
 Travelling Expenses, if any £ :
 Fees applied for, 8/31 1927
 Received by me, 300.
 1790 11/3/27

I am of opinion the Vessel should be Classed +100. A.1.

State whether the Vessel has been built under Special Survey *Yes.*

Signature

J. K. Webb

Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to *Paris Office in duplicate*

Date of issue

8/3/27

Committee's Minute

FRI. 11 MAR 1927.

Character assigned

100 A.1. With Freeboard

Lloyd's A.C.P.

+ L.M.C. 3:24

F.S. 89.

Fitted for Oil Fuel 3:24. F.P. above 150°F

Paris

W



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Lloyd's Register Foundation

0079 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.)

The following plans were approved, copies of which are already in London:— Midship Section; Profile; Tank girders; Stem; Shaft brackets; Rudder & Stern post; Shell plan; After end frames; Cant frames; Boss frames; Fore end framing; Tank top; Engine Seat; W.T. Bulkheads; Oil fuel bunkers; Tunnels; Tunnel stools; Deck plans & girders; Pillars & Girders; Hatches fore and aft; Top decks; Pillars in way of boats; Casing plan; Vents; Insulation plans; Deck doublings; Bridge front stiffeners; Masts; Settling tanks; Ridge piping; Air and Landing pipes; Cleading of oil fuel bunker bulkhead.

A small fire developed in the Engine Room Tank of this vessel when lying afloat on 11th Oct. 1926. during the coating of the tank with Bitumastic Covering. On subsequent examination no damage was found to have been sustained (See Damage report attached)

When testing the heavy derrick on foremast on 4th Feb. 1927. the sling broke & in falling the test load struck the quay & rebounded on to starboard shell forward. A Damage Report was made at the request of Owners representative. Copy attached hereto.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2010. K.G.	J.W.S.	2681 (474)	24/3/26
	2nd "	1678. K.G.	"	2681 (478)	"
	3rd "	1638. K.G.	"	2681 (477)	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 55.87 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 81.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop deck runs forward over long midship Deck House.

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

Is bottom of Vessel coated with cement ho. if not give

Official No. ✓ ; Signal Letters. particulars of composition all tanks covered with Bitumastic except oil fuel tanks (1.2.3.4.)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	12-57	100.4	Fore peak tank,	20.	36.
Double bottom, under Engines and Boilers,			After peak tank,	20.	51.
Double bottom, if under Engines only,	57-73	35.7	Deep tank, aft,		
Double bottom, if under Boilers only,	74-92	40.1	Deep tank, forward,	40.1	400.
Double bottom, forward,	92-157	145.0	Other tanks, if fitted, oil fuel side tanks P&S.		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
			794.		

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

Order for Special Survey No.

Date 19/12/24.

Dates of Surveys held while building

1924-Dec. 20-1925-June 3-July 16-21-28-Aug. 4-10-12-19-31-Sept. 4-9-15-18-28-29-Oct. 1-6-9-13-15-19-21-23-26-29-30-Nov. 9-10-12-13-20-25-27-Dec. 4-7-9-10-11-12-15-16-17-18-19-20-22-23-24-25-26-27-29-30-31-Mar. 1-2-3-4-5-6-8-9-10-11-12-15-16-17-18-19-20-22-23-24-25-26-27-29-30-31-May 3-4-5-6-7-8-10-11-12-14-15-18-19-20-21-22-25-26-27-28-29-31-June 1-2-3-4-5-7-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Aug. 2-3-5-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Oct. 1-2-3-4-5-7-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Dec. 1-2-3-6-7-8-9-11-13-14-16-17-20-21-22-23-24-29-30-1927-Jan. 3-4-5-6-7-8-10-11-12-13-14-15-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Feb. 1-2-3-4-5-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Mar. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Apr. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-May 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-June 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-July 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Aug. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Sept. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Oct. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Nov. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-Dec. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30

Total No. of Visits 325