

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 2614

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *14th March 1908*

Received at *London* **MON. 16 MAR 1908**

Survey held at *Havre*
On the *Steel Screw Steamer "SARTHE"*

Date, First Survey *6th December 1906*

Port of *Havre*
Last Survey *6th March 1908*
Rig *Two pole masts*

TONNAGE under
Tonnage Deck .. *2023.26*
Do. of Poop .. *69.63*
Do. of Raised Gr. ..
Do. of Bridge House .. *175.85*
Do. of Forecastle .. *55.01*
Do. of Houses on Deck .. *72.55*
Do. of excess of Hatchways .. *40.03*
Do. above Crown of ..
Engine Room .. *20.14*
Gross Tonnage .. *2456.47*
Less Crew Space .. *90.30*
Less Crown of ..
Room .. *20.14*
OR FEES .. *2346.03*
e Room .. *765.93*
tion Spaces .. *50.28*
Tonnage .. *1529.82*
Beam ..

ONE OR TWO DECKED VESSEL.
CLASS *+100A1*

Half Breadth (moulded) .. *21.93*
Depth from upper part of Keel to top of Main Deck Bms. .. *22.24*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) .. *40.51*
1st Number .. *84.68*
Length on deck from after part of stem to fore part of ..
stern post .. *288.97*
2nd Number .. *24470*
Proportions—Breadths to Length .. *6.6*
Depths to Length—Main Deck to top of Keel .. *12.99*
Destined Voyage *Cardiff*

Master *Saladin*
Year of appointment .. *1908*
(1) As master in service of
owner of present vessel .. *1908*
(2) As master of this
vessel .. *1908*
Built at *Havre*
When built *1908* Launched *4th Jan 1908*
By whom built *Soc. an. des Forges & Chantiers*
Owners *Cie de nav. S. O. Rigny Faustin*
Managers *Capelle & Co.*
(Where necessary to be entered in Reg. Book).
Residence *La Rochelle*
Port belonging to *La Rochelle*
If Surveyed while Building, Afloat, or in Dry Dock *Both*

on Deck as Feet. Inches. BREADTH— Feet. Inches. DEPTH, ACTUAL— Feet. Inches. No. of Decks with Flat laid *one*
Moulded .. *288* *11* Moulded .. *43* *10* Top of Floors to top of Main Deck Beams .. *18* *11.8/10* No. of Tiers of Beams *one*
s of Ship per Register, Length, *295* breadth, *44.06* depth, *18.60 (on ceiling)* Moulded Depth, *21* ft. *3.55/100* ins. Round of Beam, Actual *11.1/4* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved		Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
Angles, L, E or L Bars, for $\frac{1}{2}$ length amidships ..	<i>7 15/16</i>	<i>3 1/2</i>	<i>12</i>	<i>7 15/16</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates depth and thickness ..					
or $\frac{1}{4}$ at each end <i>in fore and aft</i> ..	<i>5</i>	<i>3 1/2</i>	<i>8</i>	<i>5</i>	<i>3 1/2</i>	STEM, moulding and thickness ..	<i>10 x 2 5/8</i>			<i>10 x 2 5/8</i>	
way of Double Bottoms at Solid Floors ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	STERN-POST for Rudder do. do. ..	<i>10 x 6</i>			<i>10 x 6</i>	
" " at intermdt. Bkts. ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	for Propeller ..	<i>10 x 6</i>			<i>10 x 6</i>	
e of Frames from moulding edge to ..	<i>24</i>			<i>24</i>		MAIN PIECE of Rudder, diameter at head ..	<i>7 1/2 x 7</i>			<i>7 1/2 x 7</i>	
ling edge, all fore and aft ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	do. at heel ..	<i>6 1/2 x 5 3/8</i>			<i>6 1/2 x 5 3/8</i>	
ISED FRAME, Angles ..	<i>7 15/16</i>	<i>3 1/2</i>	<i>4</i>	<i>7 15/16</i>	<i>3 1/2</i>	RUDDER, how constructed <i>Cash Steel 1" single plate</i>					
FRAMING, depth of girder ..	<i>39</i>	<i>7</i>		<i>39</i>	<i>7</i>	Can the Rudder be unshipped afloat? <i>Yes</i>					
RS, depth and thickness of Floor Plate ..	<i>39</i>	<i>10</i>		<i>39</i>	<i>10</i>	KEELSONS AND STRINGERS.					
at mid-line for $\frac{1}{2}$ length amidships ..	<i>39</i>	<i>10</i>		<i>39</i>	<i>10</i>	CENTRE LINE KEELSON, Vertical Plate above ..	<i>39</i>	<i>12</i>	<i>39</i>	<i>12</i>	
in way of Engines and Boilers ..	<i>39</i>	<i>10</i>		<i>39</i>	<i>10</i>	floors, Through Plate, or Intercoastal Plate ..	<i>39</i>	<i>12</i>	<i>39</i>	<i>12</i>	
thickness at the ends of vessel ..	<i>6 2 1/2</i>			<i>6 2 1/2</i>		" Rider Plate ..	<i>39</i>	<i>12</i>	<i>39</i>	<i>12</i>	
depth at $\frac{1}{2}$ the half breadth, as per Rule ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	" Bulb Plate to Intercoastal Keelson ..	<i>24</i>	<i>12</i>	<i>24</i>	<i>12</i>	
height extended at the Bilges ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	" Horizontal Plates on Floors ..	<i>24</i>	<i>12</i>	<i>24</i>	<i>12</i>	
RS & BRACKETS, in Cell Dble Bottoms ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	" Angles ..	<i>2</i>	<i>10</i>	<i>2</i>	<i>10</i>	
" Distance apart ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	SIDE KEELSON, Angles ..	<i>2</i>	<i>10</i>	<i>2</i>	<i>10</i>	
RE GIRDER, in Double Bottom, depth ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	Bulb or Plate above floors for <i>15 feet</i> ..	<i>24</i>	<i>12</i>	<i>24</i>	<i>12</i>	
and thickness ..	<i>39</i>	<i>8-10</i>		<i>39</i>	<i>8-10</i>	Intercoastal Plate for <i>Bilge space</i> ..	<i>29</i>	<i>10</i>	<i>29</i>	<i>10</i>	
" Angles, Top ..	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	" Attached to outside plating with Angle ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
" Bottom ..	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>	<i>12</i>	BILGE KEELSON, Angles ..					
GIRDERS, number on each side & thickness ..	<i>2</i>	<i>7</i>	<i>2</i>	<i>7</i>	<i>2</i>	" Bulb or Plate above floors for ..					
Angles ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Intercoastal Plate for ..					
GIN PLATE, depth (exclusive of flange) ..	<i>29</i>	<i>8</i>	<i>29</i>	<i>8</i>	<i>29</i>	" Attached to outside plating with Angle ..					
and thickness ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE STRINGER Angles ..					
Angles to Outside Plating ..	<i>39</i>	<i>9.8</i>	<i>39</i>	<i>9.8</i>	<i>39</i>	" Bulb Plate for ..					
ER BOTTOM PLATING, breadth and ..	<i>39</i>	<i>9.8</i>	<i>39</i>	<i>9.8</i>	<i>39</i>	" Intercoastal Plate for ..					
thickness of Middle Line Strake ..		<i>9</i>		<i>9</i>		" Attached to outside plating with Angle ..					
" thickness in Engine and Boiler space ..		<i>9</i>		<i>9</i>		SIDE STRINGER Angles ..	<i>6</i>	<i>3 1/2</i>	<i>12</i>	<i>6</i>	<i>3 1/2</i>
" " Remainder in Holds ..		<i>7-8</i>		<i>7-8</i>		" Bulb or Intercoastal Plate for ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>
AMS, Main and Raised Quarter Deck, ..	<i>4 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>4 1/2</i>	<i>3 1/2</i>	" Attached to outside plating with Angle ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>
Single Angle, Bulb Angle, Plate or Tee Bulb ..	<i>2</i>	<i>3 1/2</i>	<i>10</i>	<i>2</i>	<i>3 1/2</i>	Main and Raised Quarter Deck Stringer ..	<i>6 6</i>	<i>10</i>	<i>6 6</i>	<i>10</i>	
" Angles on Upper Edge <i>Channel F</i> ..	<i>24</i>			<i>24</i>		Plate, breadth and thickness ..	<i>4 3/8</i>	<i>4 3/8</i>	<i>11.10</i>	<i>4 3/8</i>	<i>11.10</i>
" Average space ..	<i>24</i>			<i>24</i>		" Angle on ditto ..	<i>4 3/8</i>	<i>4 3/8</i>	<i>11.10</i>	<i>4 3/8</i>	<i>11.10</i>
AMS, Lower Deck, Single Angle, Bulb ..						" Tie Plates fore & aft, outside Hatchways ..					
Angle, Plate or Tee Bulb ..						" Diagonal Tie Plates on Bms., No. of Pairs ..					
" Angles on Upper Edge ..						" Main Dk* Iron or Steel for <i>whole</i> lng. ..		<i>9-6</i>		<i>9-6</i>	
" Average space ..						" R. Q. Dk* Iron or Steel for ..					
AMS, Hold, Plate or Tee Bulb ..						" Wood Deck, Material & thickness ..					
" Angles on Upper Edge ..						Lower Deck Stringer Plate, breadth and ..					
" Average space ..						thickness ..					
AMS, Poop Deck, Angle, Bulb Angle, Plate ..	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	" Angles on ditto, No. ..					
or Tee Bulb ..	<i>24</i>			<i>24</i>		" Tie Plates, outside Hatchways ..					
" Angles on Upper Edge ..	<i>6</i>	<i>3</i>	<i>10</i>	<i>6</i>	<i>3</i>	" Deck* Material and thickness ..					
" Average space ..	<i>6</i>	<i>3</i>	<i>10</i>	<i>6</i>	<i>3</i>	Hold Stringer Plate ..					
EAMS, Bridge or Pt. Awng. Deck, Angle, ..	<i>10</i>	<i>3 1/2</i>	<i>9</i>	<i>10</i>	<i>3 1/2</i>	" Angles on ditto, No. ..					
Bulb Angle Plate, or Tee Bulb ..	<i>48</i>			<i>48</i>		Poop Deck Stringer Plate, breadth & thickness ..	<i>50</i>	<i>7</i>	<i>50</i>	<i>7</i>	
" Angles on Upper Edge ..	<i>25</i>	<i>48</i>		<i>25</i>	<i>48</i>	" Angle on ditto ..	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>	
" Average Space ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	" Tie Plates ..					
EAMS, Forecastle Deck, Angle, Bulb Angle, ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	" Deck, Material and thickness ..	<i>steel</i>	<i>5.5</i>	<i>steel</i>	<i>5.5</i>	
Plate or Tee Bulb ..	<i>48</i>			<i>48</i>		Bridge Deck Stringer Plate, brdth & thickness ..	<i>40</i>	<i>8</i>	<i>40</i>	<i>8</i>	
" Angles on Upper Edge ..	<i>25</i>	<i>48</i>		<i>25</i>	<i>48</i>	" Angle on ditto ..	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>	
" Average space ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	" Tie Plates ..					
ILLARS, In <i>Fore Bridge & Forecastle</i> ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	" Deck, Material and thickness ..	<i>steel</i>	<i>7.6</i>	<i>steel</i>	<i>7.6</i>	
" " Hold <i>2 Channel bars</i> ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	Forecastle Deck Stringer Plate, brdth & thcknss ..	<i>36</i>	<i>7</i>	<i>36</i>	<i>7</i>	
" " Quarter, tween Dks., <i>spacing</i> ..	<i>4 8/8</i>	<i>2 1/16</i>	<i>9</i>	<i>4 8/8</i>	<i>2 1/16</i>	" Angle on ditto ..	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>	
" " in Hold ..						" Tie Plates ..	<i>13</i>	<i>7</i>	<i>13</i>	<i>7</i>	
WEB FRAMES, In Fore Body, No. and Spacing ..	<i>3</i>	<i>12</i>	<i>8-7</i>	<i>3</i>	<i>12</i>	" Deck, Material and thickness <i>wood</i> ..	<i>P. Fine</i>	<i>4</i>	<i>P. Fine</i>	<i>4</i>	
" " " Brdth. & Thickness ..	<i>1</i>	<i>15</i>	<i>8</i>	<i>1</i>	<i>15</i>	* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.					
WEB FRAMES, In E. & B. Space, No. & Spacing ..	<i>3</i>	<i>12</i>	<i>8-7</i>	<i>3</i>	<i>12</i>	BULKHEADS.					
" " " Brdth. & Thickness ..	<i>1</i>	<i>15</i>	<i>8</i>	<i>1</i>	<i>15</i>	In Vessel. Per Rule. Thickness.					
WEB FRAMES, In After Body, No. and Spacing ..	<i>3</i>	<i>12</i>	<i>8-7</i>	<i>3</i>	<i>12</i>	Horizontal. Vertical. Spacing. Spacing.					
" " " Brdth. & Thickness ..	<i>1</i>	<i>15</i>	<i>8</i>	<i>1</i>	<i>15</i>	Size. Size. Inches. Inches.					
" No. of Side Stringers ..	<i>3</i>	<i>12</i>	<i>8-7</i>	<i>3</i>	<i>12</i>	W.T. BULKHEADS ..	<i>6</i>	<i>5</i>	<i>7</i>	<i>6</i>	<i>5</i>
" Size of Angles or Tee Bars to Web Frames ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	PARTITION ..	<i>2</i>		<i>5</i>	<i>2</i>	
BRACKET PLATES to Stringers between ..	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	LONGITUDINAL ..	<i>2</i>		<i>5</i>	<i>2</i>	
Web Frames, Depth and Thickness ..						Are the outside Plates doubled two spaces of Frames in length? <i>No</i>					
						Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>					

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. Double or Treble and for what Length. Rivets. Straps. IF LAPPED. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. Forges et Acieries de Denain & Anzin. Co. an des Forges de la Providence. Has the Steel been tested as required by the Rules? Yes. FRAMES extend in one length from Maqui plate to Deck. REVERSED FRAMES on floors and frames extend from keel to main deck, in way of fore-castle extend alternately to fore-castle deck. In way of fore & aft tank tops discontinued and braced thereon. MASTS, SPARS, &c. LOWER MASTS. Fore Mast. Main Mast. Mizzen Mast. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. EQUIPMENT No. 26240 LETTER S. TONNAGE FOR TRAWLERS U.D.K. ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and number and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The above is a correct description of the vessel. Builder's Signature. Surveyor's Signature. U.S. Boyce. Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) M 8th 9th Nov 1906. M 26th Feb 1908. Workmanship. Are the butts of plating planed or otherwise fitted? Butts are lapped. Is the riveted work properly closed? Yes. Are the liners between the frames and plates solid single pieces? Rods are toggled plates. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? No. Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes. Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? Yes. State results of tests good. Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes. State results of tests good. General Remarks (State quality of workmanship, &c.) The workmanship is of a good description. Pneumatic riveting used throughout, except for floors where hydraulic riveting was used. The holes were removed off when materials erected. The rivets tested during construction and found good. The test of the double bottoms, tanks satisfactory. The hand pump, watertight doors worked to satisfaction. Bulkheads tested with a hose. The materials are of premium Martin steel and tested previous to delivery to the shipyard. This vessel is built in exact agreement with the S.S. "Indra" Regt no 2587 Has. Sister ships: Rendei Rpt 2454. Deux-Sevres - 2478. Indra - 2587. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23 ft., R.Q.D. or Break ft., Bridge Dk. 74 ft., F'castle 35 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated. Poop, Bridge & Fore-castle distinct. No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) One deck of steel not wood covered. Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside Portland Cement & Paint. Outside Paint & Composition. PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. The amount of Entry Fee £ 126 :- Fees applied for, Special £ 2108 :- 14th March 1908. Certificate £ + : Received by me 17th 3rd 1908. Travelling Expenses, if any £ 125.10. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed H100A1. With, or without Freeboard, as condition of Class without. Committee's Minute. Character assigned. 10001. 17 MAR 1908. a+b. 2m 63.08. Certificate Issued 18.3.08. WA44-0123 (2/2).