

Awning or Shelter Deck,
or Pt. Awning Deck.

STEEL STEAMER.

No. 11332

Port of Rotterdam Date of completion of Report 11/4.20 Received at London Office MON JUL 26 1920
Survey held at Rotterdam Date, First Survey 8th October 1919 Last Survey 14/4 1920
On the Steel Steamer "Victorien" ex Alente Rig Schooner
CLASS 100A1 Master Alexis Besseyre
Year of Appointment 1920

Breadth (greatest moulded) 52.5
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 35
Deduct height of 'tween deck when this does not exceed 8ft. 7.9
Transverse Number 79.75
Length on deck from fore part of stem to after part of sternpost 400.00
Longitudinal Number 319.00
Depth "d" at middle of length. See Secs. 2 & 13. 23.8
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 11.4
Upper Deck at side to top of keel 14.6

Built at Hamburg
When built 1911 Launched ?
By whom built Bremer Vulkan
Owners Joseph. Luppé
Managers (Where necessary to be entered in Reg. Book.)
Residence Marseille
Port belonging to Marseille

2600.98

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock During Repair

Ins. 0

BREADTH Moulded

52.5

Ins. 6

DEPTH, ACTUAL Do.

35

Top of Floors to top of Upper Deck Beams

32

Ins. 5

No. of Decks with flat top

2

No. of Tiers of Beams

2

Round up of Uppermost Dk. Beam, Actual

12

28 breadth

53.88 depth

MING.

or Bars, amidships

Bottoms at Solid Floors

at intermdt. Bkts.

centre to centre amidships

from

tion bulkhead

centre to centre in peaks

Angles

thickness of Floor Plate

line and Boiler spaces

ends of vessel

half-bdth. as per Rule

at the Bilges

ETS, in Cell Dble Bottoms

state if flanged (top & bottom)

spacing

in Dbl. bottom, dpth & thickness

Angles, Top

Bottom

to Floors

umber and thickness

ate if flanged (top & bottom)

depth (exclusive of flange)

and thickness

outside plating

loors

Brackets above at bilge

PLATING, breadth and

Middle Line Strake

as in Engine and Boiler space

Remainder in Holds

r Shltr Dk, Single Angle,

e, Plate, Tee Bulb or Channel

per edge

Second Deck, Single Angle,

e, Plate, Tee Bulb or Channel

per edge

Fourth Deck, Single Angle,

le, Plate, Tee Bulb or Channel

per edge

or Fifth Deck, Plate, Tee

or Channel

in upper edge

Deck, Angle, Bulb Angle, Plate,

ee Bulb or Channel

gles on upper edge

cing

dge Deck, Angle, Bulb Angle, Plate,

ee Bulb or Channel

gles on upper edge

cing

ecastle Deck, Angle, Bulb Angle,

ee Bulb or Channel

gles on upper edge

cing

etween Deck, size and spacing

Hold

quarter, 'tween Dks.,

in Hold

ES, in Fore Body, No. and spacing

brdth. & thickness

Side Stringers

ES, in E. & B. Space, No. & spacing

brdth. & thickness

ES, in After Body, No. and spacing

brdth. & thickness

o. of Side Stringers

Size of Face Angles to Web Frames

BRACKET PLATES to Stringers between

Web Frames, depth and thickness

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Inches in Ship

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

London. M 9/9-19-15/11-19-17/2-1920-19/3-1920-16/4-1920 15-17/5-14/6-19/6 22/6 1920.

Workmanship. Are the butts of plating planed or otherwise fitted? *Overlapped and Caulked*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

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. 26, par. 20)? *Yes*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes*

General Remarks (State quality of workmanship, &c.)

Longitudinal frames. Do the holes for riveting plate to frames, butt straps, or plate where fitted, are the rivet holes well and sufficiently countersunk in the plate and punched for a few.

Do any rivets break into or through the seams or butts of plating? *Yes a few.*

State results of tests *Good.*

State results of tests *Good.*

This vessel has been verified with the plans as approved. See letters referred to above and the very extensive repairs carried out to her have been surveyed during progress as given in detail on a continuation of her Certificate attached.

The vessel has been examined throughout as required by Sec 48 of the Rules and all parts found to be made good and she is in our opinion eligible to be recorded for further record 7/20 with notation of V.R.N. 2-1920.

Freeboard verified as per form sent previously.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *r* ft., R.Q.D. *r* ft., Bridge *r* ft., F'castle *r* ft. (in feet tenths). When the Poop is joined to the B.D., this should be distinctly stated *r*

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 should appear in the Register Book) *2 Steel Deck 3 Oak No. 1 Deck Shelter Deck wood Sheathed.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Cement and Paint.* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cell System.*

Where fitted.	*Length. Foot.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	130'	456	Fore peak tank,	21'	80
Double bottom, under Engines and Boilers,			After peak tank,	15'	44
Double bottom, if under Engines only,	32'	147	Deep tank aft,		
Double bottom, if under Boilers only, <i>no W/Ballast</i>	16'5		Deep tank forward,		
Double bottom, forward,	172'6	660	Other tanks, if fitted,		
	Total capacity of double bottom 350'6	1263	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules *Yes and kept.*

Order for Special Survey No. *8-15-16-20-24-28-29/10-6-10-12-17-18-24-26/11-1-4-11-12-15-18-19/12*

Date *6-7-8-9-15-16-20-22-26-27-30/1-2-6-9-11-13-17-18-20-23-24-25-28/2*

No. in builder's yard. *1-9-15-17-19-22-29-30-31/3-7-9-12-13-19-24-26-27-30/4-4-7-11-17-18-20-22-25-28-29-31/5-7-10-11-17-18-21-22-29/6* Total No. of Visits *84.*

Dates of Surveys held while building *2-3-14/7-1920.*

The amount of Entry Fee £ *1953.00-*

Special *Discharge* £ *26.00-*

Travelling Expenses, if any

Fees applied for, *19*

Received by me, *27. 9. 1920*

Certificate to be sent to *Rotterdam Surveyors*

French 72 hrs. 20.8.20

P. Remmenburg

J. v. Herwerden

State whether the Vessel has been built under Special Survey *— 100 A1. Shelter Deck.*

I am of opinion this Vessel should be Classed *Longitudinal framing.*

With, or without Freeboard, as condition of Class *With freeboard.*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned *100 A1. Shelter Deck with freeboard*

ss. No 2-30

Lloyd's A.C.P.

L.H.O. 7:20 F.D.

Mick P.

"S. Victorieuse ex Alenteo."

of Entry report. Sent herewith. Secretary's letter referred to the plans sent for your guidance.

ed. to have been very severely damaged by during the War, sold and towed to this Port for repairs.

en placed in Drydock. the bottom was cleaned forward as given in this report. in way of No. 1 Otton; deck and vessel which was set up. at stem about eight feet back on level keel.

wood Head deeped up. all parts. brought in plates and new bushed-fitted.

deal with: On starboard side F stroke. 4 plates in total removed replaced. in G stroke 5 plates ditto. in H stroke 8 plates ditto. in J stroke 7 plates ditto. in K stroke 11 plates ditto. in L stroke 1 plate in total renewed. H stroke 1 plate renewed. J stroke 3 plates ditto, K stroke 2 plates ditto. in total 18 ditto.

A stroke 1 plate removed faired and replaced. E stroke ditto. F stroke four plates ditto. G stroke 5 plates ditto. H stroke 12 plates ditto. I stroke 12 plates ditto. K stroke 12 plates ditto. L stroke 2 plates renewed. H stroke 2 plates ditto. J stroke 3 plates ditto. K stroke 3 plates ditto. L stroke 1 plate renewed.

of the L stroke include on both sides the stern with all new transom frames and beams.

Numbered from top =

1-2 on each side removed faired and replaced.

1-2-3. removed faired and replaced on portside on Starboard side.

portside 1-2-3-4-5 renewed. 6-7-8-9-10-11 partly

Starboard side 1-2-3-4-5 renewed. 6-7-8-9-10 partly

Boiler space. 1-2 on both sides removed faired and

on both sides 1-2-3-4-5-6 removed faired and

on both sides 1-2 removed faired and replaced. 3-4 renewed.

on portside 1-2-3-4 renewed. Starboard 1-2-3-4 renewed and replaced.



© 2020

Lloyd's Register

W783-0021 Foundation

S/S. "Victorien" ex. Rentes.

Transverse in Tween Ok counted from aft:

ST^d 1-2-3. completely renewed - 4-5-6-8-9-12-13 removed fairied and replaced. The bulb angle face bars removed fairied and replaced.

PS- 1-2-3 renewed. 4-5-7-8-9-12-13 removed fairied and replaced and partly renewed 10 and 11 - all face bars removed fairied and replaced.

Transverse in Holds: counted from aft.

N^o IV and III Holds on ST^d 7-8-9-10-12-13 upper part renewed face angles removed fairied and replaced.

On PS. 7-8-9. upper part renewed and face angles removed fairied and replaced.

Transverse above Eng. B. casing in Tween Ok counted from aft.

15-16 ST^d + face bars removed fairied and replaced. 16 and 17. outside ditto.

Transverse in Tween Ok counted from aft.

ST^d and portside N^o 20 + face bar removed fairied and replaced. 21-22-23-24-25-26-27-28-29-30-31-32-33 renewed complete.

Transverse in Holds counted from aft.

N^o II & I - on both sides, top part all renewed and face bars completely renewed on N^os. 20-21-22-23-24-25-26-27-29-30-31-32-33.

Between 2nd & 3rd Ok. forward. N^os. 29-30-31-32-33 removed fairied and replaced all face bars renewed.

Upper Ok. ST^d Stringer plates total 9 removed fairied and replaced and 4 plates renewed. Portside 5. removed fairied and replaced and 8. plates renewed gunwale angle bar at ends forward Eng. B. Boiler space renewed. In total. 31 plates on Ok removed fairied and replaced. 49 plates renewed.

See Longitudinals removed fairied and replaced. except above Hold No. II which have all been renewed.

Wood sheathing on Ok renewed. Hatch coamings all rebuilt.

with some new side and end coamings as found required.

Hatch webs. all renewed. and all Hatches renewed.

Engine and Boiler casing above Upper Ok rebuilt.

Tween Ok. ST^d Stringer plates 4 in total removed fairied and replaced and 5 plates renewed - portside plates. 6 in total

removed fairied and replaced and 4 plates renewed.

angle bar at fore and after ends renewed 46 in total Ok.

plates renewed and 42 in total removed fairied and replaced.

See Longitudinals removed fairied and replaced, except above Holds

I and II, which have all been renewed.

S/S. Victorieux ex Nantes.

Twelve Ok Hatchcoamings all rebuilt. and sides and end coamings renewed as required. Webplates made good part new. wood Hatches all new.

Third Ok Forehold:

SB². P. Stringers 3 in total plates removed fairied and replaced. Nine Ok plates removed fairied and replaced and 4 Ok plates renewed. Longitudinals removed fairied and replaced. 4 partly renewed. Hatch coaming rebuilt. webs renewed and Hatches renewed.

Fore Peak Bulkhead extended to Shelter Ok lower part extra stiffened see plan.

Intermediate Bth. Fore Hold: cut adrift, rebuilt with 17 new plates, all Stiffeners removed fairied and replaced steel and Deck Bars renewed.

Engine room Bth. portside one new plate in bilge fitted.

Bottom No. II Hold. 4 top plates renewed, 3 plates removed fairied and replaced SB² 5 Longitudinal renewed 3. Intercostal plates plates renewed and 3 removed fairied and replaced.

Bottom No. III Hold. one margin plate fairied in place and one top plate removed fairied and replaced. This is on portside abt. Eng room Bth where a bilge plate had been previously repaired by a large doubling plate and which has been left at Owners request.

Centre line Longitudinal Bulkhead. Twelve Ok. Holds. 1-2 and 3 and 4- all cut adrift and rebuilt, plating fairied and renewed as required all Stiffeners removed fairied and replaced if not renewed.

Where Lugs had to be removed and brackets they have been made as amended on the plan. and repairs found good. Steering gear all made new- and side lights, sounding air and scupper pipes and ventilator coamings overhauled and renewed as required.

Masts unshipped sealed overhauled and replaced with new rigging. Boats new etc.

S/S. No 2

The whole vessel as described above internally and externally sealed and recoated upon completion of repairs. Peaks holds. Eng. 2 Boiler spaces. Cankers Bottom internally all cleared cleaned and recoated and found good.

Current good all entry removed and renewed, cargo battens renewed. Peak tanks Bottom and all MT Bulkheads tested as per Rules and light. Ok etc. Chain rigged. Windows and Anchors good and complete. Garboard verified.

Pump good. W.T. Doors good. Masts and general equipment etc. and good.

R. Leunenberg

J. J. Harmer

Is the screw shaft fitted with a continuous liner and the joints burned *no* If the liner does not fit tightly at the part in the propeller boss *yes* If the liner is in more than one length are the joints burned *no* If the liner does not fit tightly at the part *yes*

WA83-0021 (6/16)

S/S "Victorieux" ex "Alenteo"

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.														RIVETING.																									
														AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.									
														In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam. Spang.		Inches.		Number.		Diameter. Inches.							
														Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
ing of L, L or T														6 1/2	3 1/2	38	6 1/2	3	38	6 1/2	3 1/2	38	6 1/2	3	38	7/8	6 1/8	3 1/2	no bulkheads.										
es in Bridge 'tween Decks...																																							
es from Uppermost Continuous Deck														No. 1																									
Framing from Awning, Shelter or Upper Deck to Margin Plate.														2																									
														3																									
														4																									
														5	4	3 1/2	40	4	3	40	4	3 1/2	40	4	3	40	7/8	6 1/8	3 1/2										
														6	7 1/2	3 1/2	42	7 1/2	3 1/2	38	7 1/2	3 1/2	42	7 1/2	3 1/2	38	7/8	6 1/8	3 1/2										
														7	8	3 1/2	42	7 1/2	3 1/2	42	8	3 1/2	42	7 1/2	3 1/2	42	7/8	6 1/8	3 1/2										
														8	8 1/2	3 1/2	42	8	3 1/2	42	8 1/2	3 1/2	42	8	3 1/2	42	7/8	6 1/8	3 1/2										
														9	9	3 1/2	46	8 1/2	3 1/2	46	9	3 1/2	46	8 1/2	3 1/2	46	7/8	6 1/8	3 1/2										
														10	9 1/2	3 1/2	48	9	3 1/2	48	9 1/2	3 1/2	48	9	3 1/2	48	7/8	6 1/8	3 1/2										
														11	9 1/2	3 1/2	52	9	3 1/2	48	9 1/2	3 1/2	52	9	3 1/2	48	7/8	6 1/8	3 1/2										
														12	7	3 1/2	42	7	3 1/2	38	7	3 1/2	42	7	3 1/2	38	7/8	6 1/8	3 1/2										
														13	7	3 1/2	42	7	3 1/2	38	7	3 1/2	42	7	3 1/2	38	7/8	6 1/8	3 1/2										
														14																									
														15																									
														16																									
														ing of longitudinal frames														Amidships			At Ends								
														2' 6"			1' 6"																						
Tank Top Longitudinals														7	3	44	7	3	40	7	3	44	7	3	40	3/4	4 1/2												
Bottom														8	3 1/2	42	7 1/2	3 1/2	42	8	3 1/2	42	7 1/2	3 1/2	42	7/8	6 1/8												
ing of Longitudinals														Amidships			At Ends...																						
														2' 6"			2' 6"																						
Transverses.																																							
Depth and Thickness																																							
Face Angles																																							
Lugs to Shell																																							
Depth and Thickness														15 x .38			15 x .38			15 x .38			15 x .38																
Face Angles														8 1/2 3 1/2 .58			8 1/2 3 1/2 .58			8 1/2 3 1/2 .58			8 1/2 3 1/2 .58																
Lugs to Shell														3 1/2 3 1/2 .38			3 1/2 3 1/2 .38			3 1/2 3 1/2 .38			7/8 3 1/2																
Depth and Thickness														27 x .46			27 x .46			27 x .46			27 x .46																
Face Angles														9 3 1/2 .68			9 3 1/2 .68			9 3 1/2 .68			9 3 1/2 .68																
Lugs to Shell														5 5 .46			5 5 .46			5 5 .46			7/8 3 1/2																
Brackets																																							
of Transverse Frames																																							
Bridge Deck														5 1/2 3 .38			5 1/2 3 .38			5 1/2 3 .38			5 1/2 3 .38		Transverse		11 x .38 2 x 3 x 38												
Awg. or Shltr. Dk.														7 3 .40			7 3 .36			7 3 .40			7 3 .36		Beams.		13 x .40 3 x 3 x 40												
Upper														7 3 .40			7 3 .36			7 3 .40			7 3 .36				12 x .40 2 x 2 x 40												
Second																																							
Third																																							