

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office

State of Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of report

Survey held at *SUNDERLAND*

On the *STEEL SCREW STEAMER*

Date, First Survey

Port of *SUNDERLAND*

*12 May 1910*

Last Survey

No.

*214704*

*1911*

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Net Tonnage

Crew Space

above Crown of

Engine Room

SPACE FOR FEES

Engine Room

Navigation Spaces

Net Tonnage

Net Tonnage

CLASS *100.41*

FEET.

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage *TRIESTE VIA TYNE*

Master *ANTON TAFNOCHIA*

Year of appointment

Built at *SUNDERLAND*

When built *1911*

Launched *Dec. 15<sup>th</sup> 1910*

By whom built *Messrs WILLIAM DOUGHERTY & SONS LTD*

Owners *SOCIETA ANONIMA DI NAVIGAZIONE A VAPORE "LUSSINO"*

Managers

Residence *LUSSINO PICCOLO*

Port belonging to *LUSSINO PICCOLO*

Surveyed while Building, Afloat, or in Dry Dock UNDER SPECIAL SUPERVISION

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Plating to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
369	6		49	8		26	3		ONE

Moulded depth, ft.	35	ins.	9	To Bridge Dk.	Round of Upper	12	ins.
Moulded depth, ft.	28	ins.	9	To Upper Dk.	Dk. Beam, Actual		

Dimensions of Ship per Register, Length *369.5* breadth *50.0* depth *26.3*

FRAMING.				PILLARS.			
NAME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	7	3	42	" " Hold	4 1/2 x 4 1/2	60	ANGLES-SPACED 51
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	36	" " Quarter 'tween Dks.			CENTRE LINE BULKHEAD
" " at intermdt. Dkts.				" " in Hold			
acing of Frames from centre to centre amidships	25 1/2		25 1/2	KEELSONS & STRINGERS.			
" " from 1/2 length to Collision bulkhead	25 1/2		25 1/2	CENTRE LINE KEELSON, Vertical Plating above floors, Through Plate, or Intercoastal Plate			
" " in peaks..	24		24	" Rider Plate			
VERSED FRAME, Angles, or Bars	3 1/2 x 3 1/2	36	48	" Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors				" Horizontal Plates on Floors			
" " at intermdt. Dkts.				" Angles or Bulb Angles			
AMING, depth of girder	12		12	SIDE KEELSONS, Number			
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				" Angles or Bulb Angles			
" in way of Engine and Boiler Spaces				" Plate above floors, for length			
" thickness at the ends of vessel				" Intercoastal Plate, for length			
" depth at 1/2 the half breadth, as per Rule				" Attached to outside Plating with Angle			
" height extended at the Bilges				BILGE KEELSON, Angles			
DOORS & BRACKETS in Cell Dble Bottoms	38	48	38	" Intercoastal Plate for 170" length	6	9	40
" state if flanged (top & bottom)	10		10	" Attached to outside Plating with Angle	6	4	50
" Spacing	25 1/2		25 1/2	SIDE STRINGERS, Number	3 in fore hold	2 in after hold	
ITRE GIRDER, in Dbl. bottom, dpth. & thcknss.	4 1/2	50	60	" Angle	6 1/2	3 1/2	48
" Angles, Top	4 1/2	4 1/2	58	" Intercoastal Plate, for 200" length	12	42	12
" Bottom	4 1/2	4 1/2	58	" Attached to outside plating with Angle	6 1/2	3 1/2	42
" to Floors	5	6	52	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	56	60	56
E GIRDERS, number on each side & thickness	10		10	" " " " br'dth & thickness (in way of Bridge)	56	46	56
" state if flanged (top and bottom)				" " " " Angle (clear of Bridge)	5 1/2	64	5 1/2
" Angles (top and bottom)	3 1/2	3 1/2	38	" Tie Plate at sides of Hatchways	PLATING	INCREASED	
" to Floors	3 1/2	3 1/2	38	" Deck * Iron or Steel, for FULL lng.			
GIN PLATE, depth (exclusive of flange) and thickness	36	44	52	" Thickness (clear of Bridge)		44	44
" Angles to Outside Plating	3 1/2	3 1/2	44	" (in way of Bridge)		34	34
" Floors	3 1/2	3 1/2	38	" Wood Deck. Material & thcknss			
" Height of Brackets above at bilge	23		23	Second Deck Stringer Plate, br'dth & thickness			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4 1/2	48	54	" Angles on ditto, No.			
" in Engine and Boiler space	170	51	54	" Tie Plates outside Hatchways			
" Remainder in Holds	170	42	42	" Deck * Iron or Steel, for lng.			
MS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	9	3 1/2	40	" Wood Deck. Material & thickness			
" Angles on upper edge				Third Deck Stringer Plate, br'dth & thickness			
" In way of Long Bridge	8	3 1/2	42	" Angles on ditto, No.			
" Spacing	25 1/2		25 1/2	" Tie Plates, outside Hatchways			
MS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				" Deck * Material and thickness			
" Angles on upper edge				Fourth and Fifth Deck Stringer Plate, breadth & thickness			
" Spacing				" Angles on ditto, No.			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" Tie Plates outside Hatchways			
" Angles on upper edge				" Deck * Material & thickness			
" Spacing				Poop Deck Stringer Plate, breadth & thickness	36	34	36
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	40	" Angle on ditto	3 1/2	3 1/2	34
" Angles on upper edge				" Tie Plates			
" Spacing	25 1/2	24	25 1/2	" Deck. Material and thickness	STEEL	26	STEEL
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	50	" Deck. Material and thickness	STEEL	36	STEEL
" Angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness	52	54	52
" Spacing	25 1/2		25 1/2	" Angle on ditto	4 1/2	4 1/2	56
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	40	" Tie Plates			
" Angles on upper edge				" Deck. Material and thickness	STEEL	36	STEEL
" Spacing	25 1/2	24	25 1/2	Forecastle Deck Stringer Plate, br'dth & th'kns	39	34	39
				" Angle on ditto	3 1/2	3 1/2	34
				" Tie Plates			
				" Deck. Material and thickness	STEEL	26	STEEL

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon

2510 995500-855500



[illegible]

EQUIPMENT No. 30147				LETTER A				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS			
Number of Certificate.		Anchors.		WEIGHT, EX. S.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
13468	1st Bower	53	2	14	STOCKHOLM	44	11	1	0	53	1	9 1/2	"BROWN" PATENT	NOT STATED	S20 17.5.10 A. GREEN
13548	2nd "	53	2	0	"	44	10	0	0	53	1	9 1/2	"	"	1.9.10 "A."
13469	3rd "	53	1	14	"	44	8	3	0	53	1	9 1/2	"	"	1.8.10 "A."
	4th "														
	Collective weight	160	2	0						160	0	0			
36580	Stream	15	1	21		16	16	2	7	15	0	0	"PAX" STOCK		
36579	Kedge	6	2	14		8	17	2	0	6	2	0	"		

  

CHAIN CABLES.										HAWSERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
		Fathoms.	Diam.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Diam.	Inches.								Fathoms.	Inches.	Tons.	Fathoms.	Inches.	
37641		270	2 1/4	8.5 tons	620	2 1/2	608	2 1/4	270	2 1/4	Stockholm	The Cable Co. Bristol	Taken 31.8.10 G.E.Pattin				TOWLINE	200 fms	3	18	200 fms	2 1/4	
	Iron (Strand) Chain-Steel Wire	90	4 1/2	09					90	4 1/2								HAWSERS & WARPS	200 fms	2 1/2	12	200 fms	2 1/2

**Boats** Two Lifesboats. One Cutter and one Dingy.  
**Pumps,** Number One S. DOWNTON Pump with 2 1/2 inch pipe and one 5 inch pump for water pump room.  
**Windlass** is Emerson Walker - Thompson type.  
**Engine Room Skylights.**—How constructed? Of steel.  
**Coal Bunker Openings.**—How constructed? Of steel.  
**Number of Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 8 Scuppers.  
**Ceiling in Holds,** thickness and material 2 1/2 inch oak planks + timber matched.  
**Cargo Hatchways.**—How formed? Of steel - double construction.  
**State size No. 1 Hatch (Forward)** 29'9" x 22'0" **No. 2 Hatch** 34'0" x 22'0" **No. 3 Hatch** 19'1" x 22'0" **No. 4 Hatches** 27'7 1/2" x 22'0".  
**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch Nos 1+2 Lathen. 5 Webs. No. 3 - 3 Webs. Nos 4+5 - 4 Webs.  
**No rods and stays**.  
**Bulkheads,** height above deck and description 42" 9/16 inch plate.  
**The foregoing is a correct description.**  
**Builder's Signature** (here enter)  
**Surveyor's Signature**  
**Steering Gear, Steam** J. Wigham + Son **Steering Gear, Hand** Fitted  
**State whether they are in efficient working order** Yes  
**Capstan** ✓  
**What arrangements for deadlights in bad weather?** Steel plates + Bullseye.  
**Height above deck?** 18"  
**Cargo Battens,** thickness and material 6 x 2 inch Pine.  
**Hatches,** If strong and efficient? Yes  
**Main Rail,** material and size 5 x 3 1/2 x 136 TRACK'S PATENT.  
**Surveyor to Lloyd's Register of British and Foreign Shipping.**

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)  
M. 28.4.10 E. 14.6.10.  
**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed and overlapped.  
Is the riveted work properly closed? Yes  
Are the liners between the frames and plates solid single pieces? Yes  
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 facing surfaces? Yes  
Do any rivets break into or through the seams or butts of the plating? A few.  
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  
State results of tests SATISFACTORY  
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes  
State results of tests SATISFACTORY.  
**General Remarks** (State quality of workmanship, &c.)  
This vessel has been built in accordance with the approved plans. The Secretary letter dated as stated above, and otherwise in accordance with the rules for the contemplated cargo.  
The materials and workmanship are good.  
This vessel is practically a duplicate to the P.C. Ferry "Miss Concorde" Ltd. No. 24616  
The Surveyor should state the Number of Report and Name of any Sister Vessel.  
The amount of Entry Fee ... £ 5 : 0 : 0  
Special Survey Fee ... £ 133 : 19 : 0  
Fees applied for,  
Received by me,  
Travelling Expenses, if any £ : :  
Certificate to be sent to Sunderland Date of issue 28/11/11  
State whether the Vessel has been built under Special Survey Yes  
I am of opinion this Vessel should be Classed + 100-A.I. "Spec" L.A.-C.P.  
With, or without Freeboard, as condition of Class Withdwn  
Committee's Minute  
Character assigned  
TUE. 24 JAN 1911  
100/H  
Lloyds arcp thme 1.11  
Wick Spk



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31.75 ft., R.Q.D. — ft., Bridge 114.75 ft., Forecastle 31.75 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated —

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.

Official No. —; Signal Letters —. State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Boiled and Cement + Paint Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>99.87</u>	<u>241</u>	Fore peak tank,		<u>176</u>
Double bottom, under Engines and Boilers,	<u>—</u>	<u>—</u>	After peak tank,		<u>228</u>
Double bottom, if under Engines only,	<u>25.50</u>	<u>83</u>	Deep tank, aft,		<u>—</u>
Double bottom, if under Boilers only,	<u>—</u>	<u>—</u>	Deep tank, forward,		<u>—</u>
Double bottom, forward,	<u>174.25</u>	<u>522</u>	Other tanks, if fitted,		<u>—</u>
Total capacity of double bottom		<u>846</u>	(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.

Order for Special Survey No. 4819

Date 20.6.1910

No. 420 in builder's yard.

DATES OF SURVEYS held while building

1910 May 12, 14, 18, 19, 24, 26, 30. June 1, 2, 3, 7, 10, 13, 15, 16, 20, 23, 28, 29, 30. July 12, 15, 19, 20, 25, 26, 29.  
Aug. 2, 3, 5, 8, 9, 12, 16, 18, 24, 29. Sep. 1, 3, 9, 12, 19, 26, 28. Oct. 1, 3, 5, 10, 12, 19, 22, 24, 25, 27, 28.  
Nov. 1, 3, 10, 14, 16, 17, 22, 24. Dec. 2, 5, 7, 13, 15, 20, 21, 22, 28, 29. 1911 Jan. 4, 9, 10, 11, 12.

Total No. of Visits 79

Surveyor's Signature L. S. Ashman

Lloyd's Register Foundation