

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 44003.

Port of Newcastle Date of completion of Report 20 August 1902 Received at London Office THUR. 21 AUG 1902
Survey held at Newcastle Date, First Survey 11 Oct. 1901 Last Survey 16 August 18902
On the Steel S. S. Derna Rig Schooner 2 masts

TONNAGE under
Tonnage Deck... 2631.25
Do. between Tonnage Dk.
(and 3rd, 4th, Spar or
Awning Dk.)

Total under Upper Dk. 2631.25

Do. of Poop 34.38

Do. of Bridge House

Do. of Forecasts 53.11

Do. of Houses on Deck 117.48

Do. of excess of Hatchways 28.56

above Crown of
Engine Room .. 51.04

Loss Tonnage 2915.85

Crew Space 113.45

above Crown of
Engine Room .. 51.04

Loss Tonnage 2751.28

Engine Room 955.04

Navigation Spaces 27.40

Register Tonnage 1841.93

cut on Beam....

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS 100 A.1

FEET.

Half Breadth (moulded) 22.42Depth from upper part of keel to top of Main Deck Beams 14.72Girth of Half Midship Frame (as per Rule) 36.691st Number 46.83Length 323.352nd Number 24841Proportions—Breadths to Length..... 4.43Depths to Length—Main Deck to top of Keel 18.2Destined Voyage Tunisia

If Surveyed while Building, Afloat, or in Dry Dock

Master J. Melatto

Year of Appointment

Built at NewcastleWhen built 1902 Launched 19th JuneBy whom built W. Dobson & CoOwners Adria Royal HungarianManagers Sia Navigation Co Ltd.

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

Residence TunisiaPort belonging to Tunisia

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid
as per Rule. 323 4 Moulded 44 10 Do. do. Main Deck Beams 14 4 1/2 Engines 11 No. of Tiers of Beams 2

Dimensions of Ship per Register, Length 323.0 breadth 45.0 depth 22.0 Spar or Awning Dk. Moulded depth, ft. 16 ins. 9 1/2 To Main Dk. Round up of Beam, Main Dk. 11 1/4 ins.

FRAMING.		Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule.	Inches per Rule.	16ths or 20ths in Ship.	Inches per Rule.	16ths or 20ths in Ship.	Inches per Rule.
FRAME, Angles, or <u>7</u> or <u>8</u> Bars, for $\frac{1}{2}$ length amidships		<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>
Do. for $\frac{1}{2}$ at each end		<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>
Do. in way of Double Bottoms at Solid Floors		<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft		<u>24</u>		<u>24</u>						
EVERSED FRAME, Angles <u>3</u> or <u>4</u> Bars		<u>5 1/2</u>	<u>3</u>	<u>8</u>	<u>5 1/2</u>	<u>3</u>	<u>8</u>	<u>5 1/2</u>	<u>3</u>	<u>8</u>
DEEP FRAMING, depth of girder		<u>4 1/2</u>		<u>4 1/2</u>						
FLOORS, depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships										
" in way of Engines and Boilers										
" thickness at the ends of vessel										
" depth at $\frac{1}{2}$ the half bath, as per Rule										
" height extended at the Bilges										
FLOORS & BRACKETS, in Cell Dble Bottoms		<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>
Distance apart		<u>24</u>		<u>24</u>						
ENTRE GIRDER, in Double bottom, depth and thickness		<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>	<u>4</u>	<u>40</u>
" Angles, Top		<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>
" Bottom		<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>	<u>4</u>	<u>4 1/2</u>
SIDE GIRDERS, number and thickness		<u>18</u>	<u>3 1/2</u>	<u>18</u>	<u>3 1/2</u>	<u>18</u>	<u>3 1/2</u>	<u>18</u>	<u>3 1/2</u>	<u>18</u>
" Angles		<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
MARGIN PLATE, depth (exclusive of flange) and thickness		<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>	<u>30</u>
" Angles		<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		<u>36</u>	<u>9</u>	<u>36</u>	<u>9</u>	<u>36</u>	<u>9</u>	<u>36</u>	<u>9</u>	<u>36</u>
" thickness in Engine and Boiler space		<u>94</u>	<u>9 1/6</u>	<u>94</u>	<u>9 1/6</u>	<u>94</u>	<u>9 1/6</u>	<u>94</u>	<u>9 1/6</u>	<u>94</u>
" Remainder in Holds		<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
" Angles on upper edge		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
" Angles on upper edge		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
" Angles on upper edge		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Hold, or Orlop, Plate or Tee Bulb		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
" Angles on upper edge		<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>8 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb		<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>
" Angles on upper edge		<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb		<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>
" Angles on upper edge		<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>	<u>3</u>	<u>6 1/2</u>
Average space		<u>24</u>		<u>24</u>						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb		<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>
" Angles on upper edge		<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>9</u>
Average space		<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
PILLARS, in tween Deck, size and spacing		<u>2 1/8</u>	<u>48</u>	<u>2 1/8</u>	<u>48</u>	<u>2 1/8</u>	<u>48</u>	<u>2 1/8</u>	<u>48</u>	<u>2 1/8</u>
" Hold		<u>4 1/2</u>	<u>48</u>	<u>4 1/2</u>	<u>48</u>	<u>4 1/2</u>	<u>48</u>	<u>4 1/2</u>	<u>48</u>	<u>4 1/2</u>
" Quarter, tween Dks., "										
" in Hold										
WEB FRAMES, in Fore Body, No. and spacing		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
" breadth & thickness		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
No. of Side Stringers		<u>20</u>		<u>20</u>						
WEB FRAMES, in E. & B. Space, No. & spacing		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
" breadth & thickness		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
WEB FRAMES, in After Body, No. and spacing		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
" breadth & thickness		<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>20</u>
No. of Side Stringers		<u>20</u>		<u>20</u>						
Size of Angles or Tee Bars to Web Frames		<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>
BRACKET PLATES to Stringers between Web Frames, depth and thickness		<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>

FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates, depth and thickness		<u>10</u>	<u>2 1/4</u>	<u>10</u>	<u>2 1/4</u>
STEM, moulding and thickness		<u>10</u>	<u>2 1/4</u>	<u>10</u>	<u>2 1/4</u>
STERN-POST for Rudder do. do.		<u>10</u>	<u>2 1/4</u>	<u>10</u>	<u>2 1/4</u>
" for Propeller		<u>10</u>	<u>2 1/4</u>	<u>10</u>	<u>2 1/4</u>
MAIN PIECE of Rudder, diameter at head		<u>9 1/2</u>	<u>8 1/2</u>	<u>9 1/2</u>	<u>8 1/2</u>
" do. at heel		<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>
RUDDER, how constructed, forged from single plate		<u>20 1/2</u>		<u>20 1/2</u>	
Can the Rudder be unshipped afloat?		<u>Yes</u>			

KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths in Ship.	Inches per Rule.	20ths in Ship.	Inches per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate										
" Rider Plate										
" Bulb Plate to Intercoastal Keelson										
" Horizontal Plates on Floors										
" Angles										
SIDE KEELSON, Angles										
" Bulb or Plate above floors, for length										
" Intercoastal Plate, for length										
" Attached to outside plating with Angle										
BILGE KEELSON, Angles										
" Bulb or Plate above floors, for length										
" Intercoastal Plate, for length										
" Attached to outside plating with Angle										
BILGE STRINGER Angles										
" Bulb Plate, for length										
" Intercoastal Plate, for length										
" Attached to outside plating with Angle										
SIDE STRINGER Angles										
" Bulb or Intercoastal Plate, for length										
" Attached to outside plating with Angle										

Spar, or Awning Deck Stringer Plates, } breadth and thickness		50 x 11	50 x 11
"	Angle on ditto	4 x 4	4 x 4
"	Tie Plates, fore and aft, outside Hatchways	4 x 4	4 x 4
"	Diagonal Tie Plates, No. of 16	4-6	4-6
"	Deck, * Iron or Steel for <i>Full</i> lng.	16	16
"	Wood Deck, Material & thickness.		
Main Deck Stringer Plate, breadth & thickness		50 x 10	50 x 10
"	Angles on ditto, No. <i>2</i>	4 x 4	4 x 4
"	Tie Plates, outside Hatchways	4 x 4	4 x 4
"	Diagonal Tie Plates, No. of 16	4-6	4-6
"	Deck, * Iron or Steel for <i>Full</i> lng.	16	16
"	Wood Deck, Material & thickness.		
Lower Deck Stringer Plates, br'dth & thickn's		<i>Dep. Gilder Frames</i>	
"	Angles on ditto, No. <i>2</i>	<i>9" wide Stringers</i>	
"	Tie Plates, outside Hatchways	<i>as per app'd. plans</i>	
"	Deck, * Material and thickness.		
Hold, or Orlop Stringer Plate, br'dth & thickn's			
"	Angles on ditto, No. <i>2</i>		
"	Tie Plates, outside Hatchways		
"	Deck, Material and thickness.		
Poop Deck Stringer Plate, breadth & thickness		42 x 8	42 x 8
"	Angles on ditto	3 x 3	3 x 3
"	Tie Plates	5/6	5/6
"	Deck, Material and thickness <i>Iron</i>	16	16
Bridge Deck Stringer Plate, br'dth & thickness		42 x 8	42 x 8
"	Angle on ditto	3 x 3	3 x 3
"	Tie Plates	5/6	5/6
"	Deck, Material and thickness <i>Iron</i>	16	16
Forecastle Deck Stringer Plate, b'dth & th'kns		42 x 8	42 x 8
"	Angle on ditto	3 x 3	3 x 3
"	Tie Plates <i>Steel, part-plated.</i>	5/6	5/6
"	Deck, Material and thickness	<i>3/2" pine</i>	<i>3/2" pine</i>

PLATING. RIVETING. BUTTS. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Double or Triple and for what Length. Rivets. Straps. IF LAPPED. For what Length.

PLATE KEEL (If Bar Keel, state Riveting) GABBOARD OF A Strake... State actual thickness in way of Double Bottom.

Main Sheer K... Spar Sheer M... N... O... P... Q...

DOUBLING of Flat Plate Keel Length and thickness of Bilges... of Sheerstrakes... of Strake below

POOP SIDES... BRIDGE SIDES... FORECASTLE SIDES...

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, Plating, &c.?

FRAMES extend in one length from... REVERSED FRAMES on floors and frames extend from... Sections 926 928 Hatchways when they are intended to be Spar deck, Keelsons, &c.

MASTS, SPARS, &c.

LOWER MASTS... Fore... Main... Mizzen...

Bowspirt... Topmasts, Yards and Remainder of Spars... Rigging, Material and Size, Shrouds... Sails...

EQUIPMENT No. 32143 LETTER 77 ANCHORS.

Number of Certificate... Anchors... Weight, Ex. Stock... Test, Per Certificate... Weight Reg. by Rule... Description of Anchor... Makers... Where and when tested and Superintendent.

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate... Fathoms... Size... Test per Certificate... Weight of Chain Cable... Fathoms and Size Per Rule... Description... Makers of Cables... When and where tested, and Superintendent... Material... Fathoms... Size... Breaking Test of Steel Wire Towing... Fathoms and Size Per Rule.

Boats... Pumps, Number... Windlass is... Engine Room Skylights... What arrangements for deadlights in bad weather... 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)... No. 2 Hatch... No. 3 Hatch... No. 4 Hatch... Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch... No. of Breasthooks... Bulwarks, height above deck and description... The above is a correct description... Builder's Signature (here only)...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 12/12/00; 13/12/00; 20/12/00; 24/1/01; 30/3/01; 23/11/01

Workmanship. Are the butts of plating planed or otherwise fitted? Planed

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 plating? A very few

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

General Remarks (State quality of workmanship, &c.) This is a Sister Vessel to the S.S. "Szeged" Newcastle report N-43513. She has been constructed in accordance with the approved amended Midship Section forwarded to London on the 18th instant and plans attached, the Secretary's letters and in other respects with the Rules for the 100 A.1. Spar deck class; and the materials and workmanship throughout are good.

The decks and waterways have been tested by water and found satisfactory; and the pumps, valves and water tight doors have been examined and found in good working order.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40 ft., R.Q.D. or Break 11 ft., Bridge Dk. 110 ft., F'castle 35 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) 1st (Steel) 2nd (Iron) 3rd (Wood) 4th (Iron) 5th (Wood) 6th (Iron) 7th (Wood) 8th (Iron) 9th (Wood) 10th (Iron) 11th (Wood) 12th (Iron) 13th (Wood) 14th (Iron) 15th (Wood) 16th (Iron) 17th (Wood) 18th (Iron) 19th (Wood) 20th (Iron) 21st (Wood) 22nd (Iron) 23rd (Wood) 24th (Iron) 25th (Wood) 26th (Iron) 27th (Wood) 28th (Iron) 29th (Wood) 30th (Iron) 31st (Wood) 32nd (Iron) 33rd (Wood) 34th (Iron) 35th (Wood) 36th (Iron) 37th (Wood) 38th (Iron) 39th (Wood) 40th (Iron) 41st (Wood) 42nd (Iron) 43rd (Wood) 44th (Iron) 45th (Wood) 46th (Iron) 47th (Wood) 48th (Iron) 49th (Wood) 50th (Iron) 51st (Wood) 52nd (Iron) 53rd (Wood) 54th (Iron) 55th (Wood) 56th (Iron) 57th (Wood) 58th (Iron) 59th (Wood) 60th (Iron) 61st (Wood) 62nd (Iron) 63rd (Wood) 64th (Iron) 65th (Wood) 66th (Iron) 67th (Wood) 68th 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