

STEEL SAILING SHIP.

Port of **FIUME**Date of completion of Report **24.7.25**No. **2852**Survey held at **FIUME & SPALATO**Date of First Survey **14.8.24**Received at London Office **30 JUL 1925**On the **SAILING SHIP "SAVA" ex TELMA**Last Survey **3.3**19**25**TONNAGE under
Tonnage Deck **125.25**CLASS **A 1 mtd. port. f. wood for m. the. Board**Rig **SCHONER.**
Master

Do. of Poop

Breadth (greatest moulded) **19'33"**Year of Appointment **1914**
(1) As master in service of
owner of present vessel. -19
(2) As master of this
vessel. -19

Do. of raised Or.

Depth, at middle of length, from top of keel to top of

Built at **STADSKANAL**

Do. of Bridge House

Upper Deck Beam, at side **9'08"**When built **1914** Launched **1914**

Do. of Forecastle

Transverse Number **2841**By whom built **W. MULDER**

Do. of Houses on Deck

Length, on deck from fore part of stem to after part of

Owners **BETON. G. D.O.**

Do. of excess of Hatchways

sternpost **94'25"**

Managers

Gross Tonnage **147.61**Longitudinal Number **2674**Residence **SPALATO**

Less Crew Space

Depth "d" at middle of length. (See Secs. 2 & 13.) **8'14"**Port belonging to **SPALATO**

Less Navigation spaces

Proportions, Depths to length, Upper Deck beam at

Register Tonnage

side to top of keel **4'8"**

as cut on Beam

Destined Voyage **ADRIATIC COAST.**If Surveyed while Building, Afloat, or in Dry Dock **BOTH**

LENGTH on deck

BREADTH—

DEPTH—

No. of Decks with Flat laid **ONE**
No. of Tiers of Beams **ONE**

as per rule

Moulded

Top of Floors to Upper Deck Beams

Dimensions of Ship per Register, Length, **39.0 MET.** breadth, **5.88 MET.** depth, **2.44 MET.**Moulded depth, ft. **9 in. 1** Round up of Beam **10** ins.

FORGINGS AND CASTINGS.

KEEL, Bar, depth and thickness

STEM, moulding and thickness

STERN-POST, do. do.

RUDDER—A x D Table 22

Main Piece, diameter at head

heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

FRAME, Angles, E or L Bars, amidships

in peaks

Spacing of Frames from centre to centre, amidships

in peaks

EVERSED FRAME, Angles, amidships

in peaks

FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate

at mid line for $\frac{2}{3}$ length amidships

thickness at the ends of vessel

depth at $\frac{2}{3}$ the half breadth, as per Rule

height extended at the Bilges

RAMS, Upper Deck, Single Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge

Average space

RAMS, Second or Lower Deck, Plate, Tee

Bulb or Channel

Angles on Upper Edge

Average space

RAMS, Third or Orlop Deck, Plate, Tee

Bulb or Channel

Angles on Upper Edge

Average space

RAMS, Deep Deck, Angle, Bulb Angle, Plate,

Tee Bulb or Channel

Angles on Upper Edge

Average space

BEAMS, Bridge Deck, Angle, Bulb Angle,

Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

BEAMS, Forecastle Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb or Channel

Angles on Upper Edge

Average space

PILLARS, In 'tween Decks, Size and spacing

Hold

Quarter, 'tween Dks.

in Holds

WEB-FRAMES, Number and spacing

Breadth and thickness

No. of Side Stringers, breadth and thickness

Size of Face Angles to Web Frames

PARTIAL BULKHEADS, as per Sketch, page

145, No.

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Flat Keel Plate Angles

Horizontal Plates above floors

Angles or Bulb Angles

SIDE KEELSONS, Number

Angles or Bulb Angles

Plate above floors for lng.

Intercoastal Plate for lng.

Attached to outside Plating with Angle

BILGE KEELSON, Angles or Bulb Angles

Plate above floors for lng.

Intercoastal Plates for lng.

Attached to outside Plating with Angle

SIDE STRINGERS, Number

Angle

Intercoastal Plates for lng.

Attached to outside Plating with Angle

Upper Deck Stringer Plate, breadth and

thickness

Angle on ditto

Tie Plates, fore and aft, outside Hatchways

Diagonal Tie Plates, No. of Prs.

Main Dk. Steel for FULL len.

Wood Deck, Material and thickness

Second or lower Deck Stringer Plate, breadth

and thickness

Is the Stringer Plate attached to the Outside Plating?

Angles on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates, No. of Prs.

Deck, Material and thickness

Third or Orlop Deck Stringer Plate

Is the Stringer Plate attached to the Outside Plating?

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, brdth & thknss

Angle on ditto

Tie Plates

Deck, Material and thickness

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

In Vessel

Per Rule

Thickness

W. T. BULKHEADS

COLLISION

PARTITION

STIFFENERS.

Horizontal

Vertical

Spacing

Single or Double Frames

Height up

Are the outside Plates doubled two spaces of Frames in length? **EQUIVALENT**

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|-------------------------|-------------|------------|----------|------------|--------------------------|------------|-------------------|-----------------|---------|-------------------|-------------------|-------------------|----------|------------|------------|------------------|--|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES. | | | | BUTTS. | | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | Ordinary. | | RIVETS. | | Double or Triple. | | RIVETS. | | IF LAPPED. | | | | |
| | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to cr. | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | For what Length. | | | |
| KEEL (Riveting) | 12 1/2 | 3/8 | 3/8 | 3/8 | 12 1/2 | 3/8 | 2 1/4 - 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| GARBOARD OR A STRAKE | 5 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 5 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| B " | 4 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 4 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| C " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| D " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| E " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| F " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| G " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| H " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| J " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| K " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| L " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| M " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| N " | 3 3/4 | 2 1/2 | 2 1/2 | 2 1/2 | 3 3/4 | 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| POOP OR R. Q. DE. SIDES | 3 1/2 | 3/8 | 3/8 | 3/8 | 3 1/2 | 3/8 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | | |
| SHORT 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, outside Plating, &c.?

Has the Steel been tested as required by the Rules?

FRAMES extend in one length from CENTRE LINE to UPPER AND R. Q. DE. REVERSED FRAMES on floors and frames extend from CENT. LINE to 2'-6" AB. FLOORS. and to alternately.

| MASTS AND SPARS. | | | | | | | | | | RIGGING. | | | | | | | | | |
|------------------|-----------|-----------------|-----------|-------|---------|-------|-------------------------|----------------|-----------|-----------|----------|--------|------|-------|-----|-------|--|--|--|
| MASTS, &c. | MATERIAL. | Total Length. | DIAMETER. | | | | No. of Plates in Round. | No. of Angles. | RIVETING. | MATERIAL. | SHROUDS. | STAYS. | | | | | | | |
| | | | Partners. | Heel. | Hounds. | Head. | | | | | | | No. | Size. | No. | Size. | | | |
| LOWER MASTS | Fore | WOOD 46'-9 1/2" | 18x18 | 18 | 4 | | | | STEEL | 4 | 3/4" | 2 | 1" | | | | | | |
| | Main | WOOD 44'-3" | 18x18 | 18 | 4 | | | | STEEL | 4 | 3/4" | 2 | 1" | | | | | | |
| | Mizen | | | | | | | | | | | | | | | | | | |
| | Jigger | | | | | | | | | | | | | | | | | | |
| BOWSPRIT | Fore | WOOD 34'-6" | 12x12 | 12 | 4 | | | | STEEL | 1 | 1" | 4 | 1/2" | | | | | | |
| | Main | WOOD 10'-0" | 4 | | 2 | | | | | | | | | | | | | | |
| | Mizen | WOOD 8'-5" | 4 | | 2 | | | | | | | | | | | | | | |
| | Jigger | | | | | | | | | | | | | | | | | | |
| TOPMASTS | Fore | | | | | | | | | | | | | | | | | | |
| | Main | | | | | | | | | | | | | | | | | | |
| | Mizen | | | | | | | | | | | | | | | | | | |
| | Jigger | | | | | | | | | | | | | | | | | | |
| YARDS. | Fore | | At Centre | | At Ends | | | | | | | | | | | | | | |
| LOWER YARDS | Main | | | | | | | | | | | | | | | | | | |
| | Crossjack | | | | | | | | | | | | | | | | | | |
| | Jigger | | | | | | | | | | | | | | | | | | |
| | FORE | | | | | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | | | | | |
| | Lower | | | | | | | | | | | | | | | | | | |
| TOPSAIL YARDS. | MAIN | | | | | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | | | | | |
| | Lower | | | | | | | | | | | | | | | | | | |
| | MIZEN | | | | | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | | | | | |
| | Lower | | | | | | | | | | | | | | | | | | |
| | JIGGER | | | | | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | | | | | |
| | Lower | | | | | | | | | | | | | | | | | | |
| | Upper | | | | | | | | | | | | | | | | | | |

Remainder of Spars

| EQUIPMENT No. 2966 36 LETTER C | | | | | | | | | | ANCHORS. | | | | | | | | | | TONNAGE FOR TRAWLERS | | | | | | | | | | U. Dk. | | | | | | | | | |
|--------------------------------|-------------------|----------|--|--------------------|--|------------------|--|------------------------|--|------------------------|--|------------------------|--|---------------|------------------|---|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| Number of Certificate. | | Anchors. | | WEIGHT, EX. STOCK. | | WEIGHT OF STOCK. | | TEST, PER CERTIFICATE. | | WEIGHT, REG. PER RULE. | | Description of Anchor. | | Makers. | | Where and when tested and Superintendent. | | | | | | | | | | | | | | | | | | | | | | | |
| 2333 | 1st Bower | 392 | | 314 | | 392 | | 355 | | 355 | | Common | | Holthu Anchor | 3-17. ROTTERDAM. | | | | | | | | | | | | | | | | | | | | | | | | |
| 2334 | 2nd " | 299 | | 212 | | 299 | | 255 | | 255 | | " | | Red. Holland. | ASCHOUWENAR. | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Collective weight | 991 | | | | | | 510 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2335 | Stream | 39 | | 30 | | 330 | | 75 | | 75 | | " | | " | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2336 | Kedge | 28 | | 4 | | 1750 | | 40 | | 40 | | " | | " | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 Towline. | Fathoms and Size per Rule. | | | | | |
| | | | | Supplied. | Per Rule. | | | | | | | | | | | | | | |
| 2337 | 120 | 1 3/16 | 1560 | 1560 | 1560 | 135-1 3/16 | ST. L. | NET. RICHARDS. ROTTERDAM 26/11/14. | | TOWLINE HEMP | 90 | 6 | 75-5 1/2 | | | | | | |
| | | | | | | | | | | HAWSEER HEMP | 90 | 4 | 90-3 | | | | | | |
| | | | | | | | | | | WARP HEMP | 90 | 4 1/2 | | | | | | | |

Boats ONE

Pumps, Number ONE IN HOLD ONE IN MARCH SPACE.

Windlass is HAND.

Number of Scuppers, and number and dimensions of Freeing Ports

Ceiling in Holds, thickness and material WOOD 2 1/2"

Cargo Hatchways.—How formed? PLATE AND ANGLE

State size No. 1 Hatch (Forward) 6'-8" x 5'-9"

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

No. 2 Hatch 23'-4" x 11'-2"

No. 3 Hatch

WEBS PL. 8'10" HEIGHT 14" ANGLE 2 1/2" x 3 1/2" x 120"

No. of Breasthooks ONE

No. of Bratches ONE

Main Rail, material and size STEEL 3x2x10" top gallant Rail.

Bulwarks, height above deck and description 30" PLATE 1/2"

The above is a correct description.

Builder's Signature (here only)

Surveyor's Signature

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)

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

Is the riveted work properly closed? ☒

Are the liners between the frames and plates solid single pieces? ☒ Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? ☒

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? ☒ Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? ☒

Do any rivets break into or through the seams or butts of the plating? ☒

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? ☒

Have all upper and weather decks been tested as required by Rules (Sec. 26, par 20)? ☒ YES. State results of test 5000.

Have all gutterways been tested as required by Rules (Sec. 26, par 20)? ☒ YES. State results of test

General Remarks (State quality of workmanship, &c.) The quality of the workmanship and materials is good. The vessel's exterior throughout in dry dock and after outside plating sustained damage in the last voyage in consequence of water explosion repaired as warranted (Please see report of repairs) in the engine space more now a new frame each side, all floors increased in height and thickness and laid a new water insulation paper throughout at the new motor, was now fitted floors of modern construction approved herewith reference with the rolls - longitudinal and cross section, fitted 2 side deck girders in the pillars from 3 1/2" diam. On engine spaces made one side stringer in position of the insulation of these blocks of each side, an even floors fitted and all new plating situated as before.

The vessel is now in very good condition and in my opinion is recommended to be classed in the Register book.

NONE

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 24'-2", Bridge ☒ ft., F'castle ☒ ft. (in feet and tenths). 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) 1 STEEL DK. 1 BK. 3 BK. CEMENT

Official No. ☒; Signal Letters ☒

How are the surfaces preserved from oxidation? Inside Painting and cement Outside Camouflage and painting

Order for Special Survey No. 3

Date 1-24

Order for Ordinary Survey No. 1

Date

No. in builder's yard

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought ☒

2nd. On the plating during the process of riveting ☒

3rd. When the decks were in and fastened, and before the decks were laid ☒

4th. When the ship was complete, and before the plating was finally coated or cemented ☒

5th. After the ship was launched and equipped ☒

Total No. of Visits 12

The amount of Entry Fee Helms 200

Special Survey Fee.....£

Travelling Expenses, if any £

Fees applied for, 24.7.1925

Received by me, 17.11.25

Certificate to be sent to FINE OFFICE 2/2/26

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

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

Committee's Minute TUES. 2 FEB 1926

Character assigned

least freeboard

In Carrying capacity in the Admision

P.P. 3. 3.25

Cargo basket not fitted

2.12.25

2.6.17

FRI 20 APR 1926

FRI 7 DEC 1926

TUE 20 AUG 1926

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