

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office.

TUES. 8 NOV 1904

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

Yes

Date of completion of report

7th November 1904

Port of

Newcastle on Tyne

No. 47848

Survey held at

Newcastle

Date, First Survey 10th May 1904

Last Survey 5th November 1904

On the

Steel S.S. of Yisza Strau

Rig

Schooner

TONNAGE under

2574.63

THREE DECKED VESSEL.

CLASS 100.A.1

FEET.

Master

Gioranni Kraunich

Year of appointment

(1) As Master in service of owner of present vessel: 1894
(2) As Master of this vessel: 1904

Built at

Newcastle

When built

1904

Launched 26th Sept 1904

By whom built

W. Dobson & Co

Owners

Hungarian Grant Steamship

Managers

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

Residence Budapest

Port belonging to

Yisza

Do. between Tonnage Dk. 1 & 2

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Navigation Spaces

Net Tonnage

on Beam

Half Breadth (moulded)

22.54

Depth from upper part of Keel to top of Upper Deck Beams

24.69

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule)

43.25

49.48

deduct 7 feet

1st Number

83.48

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

319.33

2nd Number

26490

Proportions—Breadth to Length

4.03

Depth to Length—Upper Deck to top of Keel

12.85

Main Deck ditto

Destined Voyage Black Sea

If Surveyed while Building, Afloat, or in Dry Dock

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
19	4	Moulded	45	1	Do. do. do.	do. do. do.	21	4 1/2	One
ons of Ship per Register, Length 119.3 breadth 45.35 depth 21.4. Moulded depth, ft. 23 ins. 9 1/2 To Upper Dk. Round of Upper Dk. Beam, Actual 11 ins.									

FRAMING.				FORGINGS or CASTINGS.				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.		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[illegible]

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) 1/1/04

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 sufficiently pressed? *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 faying 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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 29, par. 25)? *Yes* State results of tests *satisfactory*

Remarks (State quality of workmanship, &c.) *This steel pipe gutter was broken by ice in*

General Remarks (State quality of workmanship, &c.) *Conforms with the approved amended Midship Section, forwarded to London on the 2nd instant and plans attached the Secretary's letters and in other respects with the Rules, and the materials and Workmanship throughout are good*

She is a sister vessel to the S.S. Josef
Agost Fohrerzerg Newcastle report N^o 47636

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 27 ft., R.Q.D. or Break 4 ft., Bridge Dk 96 ft., F'castle 30 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated 11

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 2 Tiers Beams and deep framing*

Official No.; Signal Letters.....

How are the surfaces preserved from oxidation? Inside Paints / 1 air Outside 1 air

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity Tons.
Double bottom, aft,	96	180	Fore peak tank, ✓		
Double bottom, under Engines and Boilers,	44	120	After peak tank,	12	45
Double bottom, if under Engines only, ✓			Midship deep tank, ✓		
Double bottom, if under Boilers only, ✓			Other tanks, if fitted, ✓		
Double bottom, forward,	138	321	(If necessary, furnish further information by sketch.) ✓		

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

State whether the above have been tested as required by the Rules. ✓

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

1000 ft 1000 ft 1000 ft 1000 ft 1000 ft

Order for Special Survey No. 3379

Date 21.8.04

No. 138 in builder's yard.

STATES of Madras and white

DATE	DESCRIPTION	AMOUNT	TOTAL NO. OF VISITS
1/1/19	1st visit	1.00	1
2/1/19	2nd visit	1.00	2
3/1/19	3rd visit	1.00	3
4/1/19	4th visit	1.00	4
5/1/19	5th visit	1.00	5
6/1/19	6th visit	1.00	6
7/1/19	7th visit	1.00	7
8/1/19	8th visit	1.00	8
9/1/19	9th visit	1.00	9
10/1/19	10th visit	1.00	10
11/1/19	11th visit	1.00	11
12/1/19	12th visit	1.00	12
1/1/20	13th visit	1.00	13
2/1/20	14th visit	1.00	14
3/1/20	15th visit	1.00	15
4/1/20	16th visit	1.00	16
5/1/20	17th visit	1.00	17
6/1/20	18th visit	1.00	18
7/1/20	19th visit	1.00	19
8/1/20	20th visit	1.00	20
9/1/20	21st visit	1.00	21
10/1/20	22nd visit	1.00	22
11/1/20	23rd visit	1.00	23
12/1/20	24th visit	1.00	24
1/1/21	25th visit	1.00	25
2/1/21	26th visit	1.00	26
3/1/21	27th visit	1.00	27
4/1/21	28th visit	1.00	28
5/1/21	29th visit	1.00	29
6/1/21	30th visit	1.00	30
7/1/21	31st visit	1.00	31
8/1/21	32nd visit	1.00	32
9/1/21	33rd visit	1.00	33
10/1/21	34th visit	1.00	34
11/1/21	35th visit	1.00	35
12/1/21	36th visit	1.00	36
1/1/22	37th visit	1.00	37
2/1/22	38th visit	1.00	38
3/1/22	39th visit	1.00	39
4/1/22	40th visit	1.00	40
5/1/22	41st visit	1.00	41
6/1/22	42nd visit	1.00	42
7/1/22	43rd visit	1.00	43
8/1/22	44th visit	1.00	44
9/1/22	45th visit	1.00	45
10/1/22	46th visit	1.00	46
11/1/22	47th visit	1.00	47
12/1/22	48th visit	1.00	48
1/1/23	49th visit	1.00	49
2/1/23	50th visit	1.00	50
3/1/23	51st visit	1.00	51
4/1/23	52nd visit	1.00	52
5/1/23	53rd visit	1.00	53
6/1/23	54th visit	1.00	54
7/1/23	55th visit	1.00	55
8/1/23	56th visit	1.00	56
9/1/23	57th visit	1.00	57
10/1/23	58th visit	1.00	58
11/1/23	59th visit	1.00	59
12/1/23	60th visit	1.00	60
1/1/24	61st visit	1.00	61
2/1/24	62nd visit	1.00	62
3/1/24	63rd visit	1.00	63
4/1/24	64th visit	1.00	64
5/1/24	65th visit	1.00	65
6/1/24	66th visit	1.00	66
7/1/24	67th visit	1.00	67
8/1/24	68th visit	1.00	68
9/1/24	69th visit	1.00	69
10/1/24	70th visit	1.00	70
11/1/24	71st visit	1.00	71
12/1/24	72nd visit	1.00	72
1/1/25	73rd visit	1.00	73
2/1/25	74th visit	1.00	74
3/1/25	75th visit	1.00	75
4/1/25	76th visit	1.00	76
5/1/25	77th visit	1.00	77
6/1/25	78th visit	1.00	78
7/1/25	79th visit	1.00	79
8/1/25	80th visit	1.00	80
9/1/25	81st visit	1.00	81
10/1/25	82nd visit	1.00	82
11/1/25	83rd visit	1.00	83
12/1/25	84th visit	1.00	84
1/1/26	85th visit	1.00	85
2/1/26	86th visit	1.00	86

The amount of Entry Fee.....£ 5 : : : Fees applied for, 21/6 - 100/-

Certificate to be sent to Newcastle on June

Special Survey Fee ... £19:7: Received by me,

Travelling Expenses, if any £ : : . . . 100.00

State whether the Vessel has been built under Special Survey *Yes* *Nov. 10.*

I am of opinion this Vessel should be Classed 100-A-1 James H. Hill

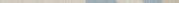
With, or without Freeboard, as condition of Class Unhull Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned 700 as (Steel)

Stock at 6.01 + L.M.B. 11.04

elec. light


 Lloyds Bank
 Foundation

