

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

542
20791
No.

Port of SUNDERLAND Date of completion of Report DECEMBER 20TH 1901 Received at London Office WED. JAN 1 1902
Survey held at SUNDERLAND Date, First Survey MAY 8TH 1901 Last Survey DECEMBER 10TH 1901
On the STEEL SCREEN STEAMER "KORANA" (YARD No. 91) Rig SCHOONER

TONNAGE under 3572.98
Tonnage Deck...
Do. between Tonnage Dk. and Brd. Ath. Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop
Do. of Bridge House
Do. of Forecasts
Do. of Houses on Deck 65.65
Do. of excess of Hatchways 112.31
Do. above Crown of 23.75
Do. of Room 32.06
Tonnage 3806.75
Do. of Space 111.63
Do. of Crown of 32.06
Do. of Room 3663.06
Do. of Space 1218.16
Do. of Room 39.80
Do. of Space 32.06
Do. of Room 2437.16

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS 100.A.1.

Spar Deck 3 Deck
Numerals Numerals

Half Breadth (moulded) 23.10 23.10
Depth from upper part of keel to top of Main Deck Beams 23.33 30.66
Girth of Half Midship Frame (as per Rule) 42.62 49.95
1st Number 89.02 96.71
Length 348 348
2nd Number 30989 33655.08
Proportions Breadths to Length 7.54 7.54
Depths to Length—Main Deck to top of Keel 14.91 11.35

Master N. COLAZIO

Year of Appointment (1) As Master in service of owner of present vessel: 1901
(2) As Master of this vessel: 1901

Built at SUNDERLAND

When built 1901 Launched Nov. 14TH 1901

By whom built J. PRIESTMAN AND CO.

Owners SOCIETA IN AZIONI UNGARO CROATA PER LA NAV. LIBERA.

Managers - DO. -

Residence FUME

Port belonging to FUME

Destined Voyage FUME via BLYTH.

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

TH on Deck Feet. Inches. BREADTH Moulded 46 2 1/2 DEPTH, top of Floors to Spar or Awn. Dk. Beams 28 5
Main Deck Beams 21 2 Power of Engines 312 No. of Decks with flat laid TWO AND HOLD BEAMS
No. of Tiers of Beams THREE
Dimensions of Ship per Register, Length 350.0 breadth 46.5 depth 28.5 Spar or Awn. Dk. Moulded depth, ft. 29 ins. 9 To Main Dk. Round up of 11 ins.
Main Deck. " " FT. 22 INS 5 TO MAIN DK.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
IE, Angles, or L E or L Bars, for 1/2 length amidships	6 1/2	3 1/2	12	6 1/2	3 1/2	12
for 1/2 at each end	6 1/2	3 1/2	11	6 1/2	3 1/2	11
in way of Double Bottoms at Solid Floors	5 1/2	3 1/2	8	5 1/2	3 1/2	8
at intermdt. Blts.						
ce " of Frames from moulding edge to	24			24		
lding edge, all fore and aft	3 1/2	8	4	3 1/2	8	
ERSED FRAME, Angles, ON TOP OF FLOORS	4			4		
FRAMING, depth of girder	26	10		26	10	
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	10	10		10	10	
in way of Engines and Boilers	20	16		20	16	
thickness at the ends of vessel	AS PER PLAN			AS PER PLAN		
depth at 1/2 the half-bdth. as per Rule						
height extended at the Bilges	10	8		10	8	
BRACKETS, in Cell Dble Bottoms	24			24		
Distance apart	54	10		54	10	
RE GIRDER, in Double bottom, depth and thickness	4	4	9	4	4	9
" Angles, Top	6	4	10	6	4	10
" Bottom	5	3 1/2	8	5	3 1/2	8
GIRDERS, number and thickness	42	9		42	9	
Angles	4	4	9	4	4	9
IN PLATE, depth (exclusive of flange) and thickness	4	4	9	4	4	9
Angles	60	9/16		60	9/16	
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	8/16			8/16		
" thickness in Engine and Boiler space	7/16			7/16		
Remainder in Holds	6	3	9	6	3	9
IS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7 1/2	3	9
Angles on upper edge	24			24		
Average space	7 1/2	3	10	7 1/2	3	10
IS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Angles on upper edge	24			24		
Average space						
IS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Angles on upper edge	12	11		12	11	
Average space	5 1/2	4	9	5 1/2	4	9
IS, Hold, or Orlop, Plate or Tee Bulb	AS PER PROFILE			AS PER PROFILE		
Angles on upper edges	7 1/2	3	10	7 1/2	3	10
Average space						
IS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	48			48		
Angles on upper edge	8 1/2	3	11	8 1/2	3	11
Average space	48			48		
IS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
Angles on upper edge	3	3	6	3	3	6
Average space	48			48		
AKS, In tween Deck, size and spacing	28	48		28	48	
" Hold	3 1/2	4 1/2	48	3 1/2	4 1/2	48
" Quarter, tween Dks., "						
" in Hold						
WEB FRAMES, In Fore Body, No. and spacing						
" No. of Side Stringers						
WEB FRAMES, In E. & B. Space, No. & spacing	SEA SIDE AS PER PROFILE			SEA SIDE		
" brdth. & thickness	18	8		18	8	
WEB FRAMES, In After Body, No. and spacing	INCREASED IN LENGTH AS PER TABLE			S. 1/4		
" brdth. & thickness						
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web Frames	6	4	12	6	4	12
BRACKET PLATES to Stringers between						
Web Frames, depth and thickness						

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates, depth and thickness	FLAT PLATE 11 x 2 3/4	KEEL 11 x 2 3/4
STEM, moulding and thickness	11 x 6 1/2	11 x 6 1/2
STERN-POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2
" " for Propeller	9	9
MAIN PIECE of Rudder, diameter at head do. at heel	7 x 4 1/2	7 x 4 1/2
RUDDER, how constructed Forged frame with side plates		
Can the Rudder be unshipped afloat? Yes.		
KEELSONS AND STRINGERS.	Inches in Ship.	Inches per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	51 12	51 12
" Rider Plate	13 14	13 14
" Bulb Plate to Intercoastal Keelson		
" Horizontal Plates on Floors	KNEES 10 IN LIEU.	
" Angles	6 4 10	6 4 10
SIDE KEELSON, Angles, IN BOILER SPACE	6 4 10	6 4 10
" Bulb or Plate above floors, for FULL lng.	13 14	13 14
" Intercoastal Plate, for FULL lng.	9	9
" Attached to outside plating with Angle	3 1/2 3 1/2 10	3 1/2 3 1/2 10
BILGE KEELSON, Angles		
" Bulb or Plate above floors, for lng.		
" 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 2 9/16 ANGLES	9 3 1/2 12	9 3 1/2 12
" Bulb or Intercoastal Plate, for FULL lng.	15 1/2 9	15 1/2 9
" Attached to outside plating with Angle	3 1/2 3 1/2 9	3 1/2 3 1/2 9
Spar, or Awning Deck Stringer Plates, breadth and thickness	50 1 1/2 x 1 1/2	50 1 1/2 x 1 1/2
" Angle on ditto	4 x 4 9	4 x 4 9
" Tie Plates, fore and aft, outside Hatchways	PLATING INCREASED	
" Diagonal Tie Plates, No. of prs.	UPON WHERE EXPOSED	
" Deck * Iron or Steel, for FULL lng.	7/20 AND 7/16	7/20 AND 7/16
" Wood Deck, Material & thickness	NO WOOD DECK LAID	
Main Deck Stringer Plate, breadth & thickness	54 10	54 10
" Angles on ditto, No. TWO	4 x 4 9	4 x 4 9
" Tie Plates, outside Hatchways	PLATING INCREASED	
" Diagonal Tie Plates, No. of prs.		
" Deck * Iron or Steel, for FULL lng.		
" Wood Deck, Material & thickness	NO WOOD DECK LAID	
Lower Deck Stringer Plates, br'dth & thickness		
" Angles on ditto, No.		
" Tie Plates, outside Hatchways		
" Deck * Material and thickness		
Hold, or Orlop Stringer Plate, br'dth & thckn's	44 9	44 9
" Angles on ditto, No. TWO	4 x 4 9	4 x 4 9
" Tie Plates, outside Hatchways	FACE ANGLES AND FACE PLATES	
" Deck, Material and thickness	AS PER PROFILE	
Poop Deck Stringer Plate, breadth & thickness	31 7	31 7
" Angles on ditto	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Tie Plates		
" Deck, Material and thickness	STEEL	
Bridge Deck Stringer Plate, br'dth & thickness	48 1/2 8	48 1/2 8
" Angle on ditto	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Tie Plates		
" Deck, Material and thickness	STEEL	
Forecastle Deck Stringer Plate, br'dth & th'kns	31 7	31 7
" Angle on ditto	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Tie Plates	13 6	13 6
" Deck, Material and thickness	PINE 3	PINE 3

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

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height v.
In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.	
W. T. BULKHEADS	6 6	7-6	8.8 1/2 x 10	SPACED 30 IN LIEU OF HORIZONTAL STIFFENERS	DOUBLE SPACED Dk.
PARTITION					
LONGITUDINAL					
AND ADDITIONALLY STIFFENED WITH SEMI-BOX BEAMS AS PER PLAN					
Are the outside Plates doubled two spaces of Frames in length? Yes.					

PLATING.										RIVETING.																																																																																																																			
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.	BUTTS.																																																																																																																					
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	BREADTH.	THICKNESS.		SINGLE OR DOUBLE.	BREADTH OF LAP.	RIVETS.	RIVETS.	STRAPS.	IF LAPPED.																																																																																																																
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FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	19	13	13	36	19	Double	6	1	4	TRIPLE	1	3 1/2	19 1/2	10 1/2	Full L.																																																																																																													
GARBOARD OF A Strake	54	15	12	13	54	15	"	5 1/2	7/8	3 1/2	TRIPLE	1	3 1/2	19 1/2	10 1/2	Full L.																																																																																																													
State actual thickness in way of Double Bottom.	B	57	11	10	14	57	"	"	"	"	"	"	"	"	"	"																																																																																																													
C	60	11	9	14	60	11	"	"	"	"	"	"	"	"	"	"																																																																																																													
D	46	11	10	10	46	11	"	"	"	"	"	"	"	"	"	"																																																																																																													
E	54	12	9	12	54	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
F	46	12	9	12	46	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
G	50	12	9	12	50	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
H	54	12	9	12	54	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
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K	54	12	9	12	54	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
MAIN SHEER	L	46	12	9	9	46	"	"	"	"	"	"	"	"	"	"																																																																																																													
M	48	12	9	9	48	12	"	"	"	"	"	"	"	"	"	"																																																																																																													
POOP SHEER	N	40	13	9	9	40	"	"	"	"	"	"	"	"	"	"																																																																																																													
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DOUBLING OF Flat Plate Keel	KEEL AND GARBOARD STRAKES INCREASED IN LIE.																																																																																																																												
Length and thickness of Sheerstrakes.	SHEERSTRAKE PLATES INCREASED TO 10 AT ENDS OF SPANSE, IN LIE OF DOUBLING.																																																																																																																												
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BRIDGE SIDES	7																																																																																																																												
FORECASTLE SIDES	7																																																																																																																												
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.: SIEMENS - MARTIN STEEL PLATES: - NEWCASTLE S & L CO., BOLCKON WAGMAN, CONSETT, S. DUFFMAN S & L CO. STEEL ANGLES: - CONSETT IRON CO., PALMER'S S & L CO. IRON PLATES: - SOUTH DUFFMAN S & L CO., J. HILL & CO.																																																																																																																													
FRAMES extend in one length from CENTRE LINE to MARGIN PLATE AND THENCE TO GUNWALE REVERSED FRAMES on floors and frames extend from ACROSS FLOOR PLATE FROM CENTRE LINE TO MARGIN PLATE																																																																																																																													
MASTS, SPARS, &c. <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS.</th> <th rowspan="2">Fore</th> <th rowspan="2">Main</th> <th rowspan="2">Mizen</th> <th rowspan="2">Material.</th> <th rowspan="2">Total Length</th> <th colspan="2">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th rowspan="2">Number.</th> <th rowspan="2">Size.</th> <th rowspan="2">Seams.</th> <th rowspan="2">Butts.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>STEEL</td> <td>66' 0"</td> <td>22 x 6</td> <td>22 x 6</td> <td>15 1/2 x 5</td> <td>15 x 5</td> <td>Two.</td> <td>✓</td> <td>✓</td> <td>SINGLE</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Do.</td> <td>64' 0"</td> <td>Do.</td> <td>Do.</td> <td>Do.</td> <td>Do.</td> <td>Do.</td> <td>✓</td> <td>✓</td> <td>Do.</td> </tr> </tbody> </table> MASTERS OF STEEL MAST PLATES: - CONSETT IRON CO. Topmasts, Yards and Remainder of Spars OF PINE Rigging, Material and Size, Shrouds 3/4 Stays 4" AND ONE STATE 2 1/2" Sails. ONE Suit of SCHOONERS Sails, and the following spare sails ✓																	LOWER MASTS.	Fore	Main	Mizen	Material.	Total Length	DIAMETER AND THICKNESS.		No. of Plates in round.	Number.	Size.	Seams.	Butts.	At Partners.	Heel.					STEEL	66' 0"	22 x 6	22 x 6	15 1/2 x 5	15 x 5	Two.	✓	✓	SINGLE					Do.	64' 0"	Do.	Do.	Do.	Do.	Do.	✓	✓	Do.																																																																		
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Boats TWO LIFEBOATS 24'0" x 7'6" x 3'0" AND TWO CUTTERS 18'0" x 6'0" x 2'3" Pumps, Number ONE 4 1/2" DOWNTON PUMP WITH 2 1/2" TAIL PIPE Diameter of Barrel and Tail Pipe Windlass is EMERSON WALKER & THOMPSON DRUM Capstan ✓ Engine Room Skylights. - How constructed? OF STEEL. HEIGHT ABOVE BRIDGE DECK 8'0" What arrangements for deadlights in bad weather? STEEL FLAPS AND BULBS. Coal Bunker Openings. - How constructed? OF STEEL How are lids secured? CLEATS AND BATTENS Height above deck? 18" BRIDGE. 12" UNDER DECK Number of Scuppers, and number and dimensions of Freeing Ports, &c. 6 SCUPPERS ON SIDE. 7 FREEING PORTS EACH SIDE 3'0" x 1'6" Ceiling in Holds, thickness and material PINE 2 1/2" Ceiling 'tween Decks, thickness and material PINE 6 x 1 1/2" Cargo Hatchways. - How formed? OF STEEL (USUAL CONSTRUCTION) Hatches, If strong and efficient? Yes State size No. 1 Hatch (Forward) 16'0" x 18'0" No. 2 Hatch 24'0" x 18'0" No. 3 Hatch 24'0" x 18'0" No. 4 Hatch 20'0" x 18'0" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch ONE WEB TO NOS. 1 & 4 HATCHES, 2 WEBS TO NOS. 2 & 3 HATCHES. SPARS AND RIGGERS TO ALL HATCHES No. of Bresthooks 6 No. of Crutches TWO AND DEEP FLOORS Bulwarks, height above deck and description 48" IRON PLATE 1/2", WITH TEE IRON STAYS Main Rail material and size BUILD ANGLES 5 x 3 x 2 1/2" The above is a correct description For John Priestman & Co. Surveyor's Signature J. S. Sealman Surveyor to Lloyd's Register of British & Foreign Shipping. Builder's Signature (here only) For John Priestman & Co.																																																																																																																													

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)
 M. Jan. 24th 1901. M. Feb. 11th 1901. M. Feb. 21st 1901. M. May 18th 1901. E. July 18th 1901. M. July 18th 1901. M. Sept. 16. 1901

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 faying surfaces? **Yes.** Do any rivets break into or through the seams or butts of plating? **A FEW.**
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? **Yes.**

General Remarks (State quality of workmanship, &c.)
THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS, DATED AS STATED ABOVE, AND IN OTHER RESPECTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE RULES. THE MATERIALS AND WORKMANSHIP ARE GOOD. THE DECKS, WATERWAYS, AND TUNNEL HAVE BEEN TESTED WITH WATER AND FOUND SATISFACTORY. THE FREEBOARDS ASSIGNED BY THE COMMITTEE, HAVE BEEN MARKED ON THE VESSEL'S SIDES AS PER FORM No. 81. DATED SEPT. 25th 1901.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **35'0"** ft., R.Q.D. or Break **✓** ft., Bridge Dk. **110'0"** ft., F'castle **39'0"** 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) **1 DE (STEEL) AND SPAR DE (STEEL). 3 T. B.**
 Official No. **✓**; Signal Letters **✓**
 How are the surfaces preserved from oxidation? Inside **PORTLAND CEMENT & PAINT** Outside **PAINT.**

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system **YES** or **NO** **YES**

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	114	449	Fore peak tank,	✓	
Double bottom, forward.	146	540	After peak tank,	✓	93
Double bottom, under Engines and Boilers.	✓	✓	Midship deep tank,	✓	
Double bottom, if under Engines only.	24	102	Other tanks, if fitted,	✓	
Double bottom, if under Boilers only.	1891	✓	(If necessary, furnish further information by sketch.)	✓	

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

Order for Special Survey No. **4353**
 Date **22nd May 1901**
 Order for Ordinary Survey No. **✓**
 Date **✓**
 No. **91** 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 **1901. May 8. 14. 17. 20. 22. 23. June 1. 3. 4. 10. 11. 13. 14. 17. 19. 20. 24. 25.**
 2nd. On the plating during the process of riveting **28. July 1. 2. 3. 4. 5. 8. 10. 12. 13. 16. 19. Aug 9. 10. 13. 16. 21. 22. 26. 27. 28.**
 3rd. When the beams were in and fastened, and before the decks were laid **Sept. 2. 5. 6. 10. 12. 16. 18. 19. 24. 30. Oct 1. 4. 7. 10. 14. 16. 18. 24. 28. 29.**
 4th. When the ship was complete, and before the plating was finally coated or cemented **25. 28. 29. 30. Nov 4. 5. 6. 7. 15. 29. 30. Dec 2. 3. 4. 9. 10.**
 5th. After the ship was launched and equipped **Total No. of Visits 48.**

The amount of Entry Fee **£ 5 : 0 : 0**
 Special Survey Fee **£ 116 : 11 : 6**
 Travelling Expenses, if any **£ : : 6. 1. 18. 0. 2**
 I am of opinion this Vessel should be Classed **+ 100 A. 1. SPAR DECK.**
 With or without Freeboard, as condition of Class
 Certificate to be sent to **Sunderland.**
 J. S. Sealman
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 7 JAN 1902**
 Character assigned **100 A. 1. Steel**
Lloyd's A & C P
+ LMC 12, 01
Engine
Space sk.

W1217-0192 2/2