

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 6430

State of Report is also sent on the Machinery of the Vessel *Yes.*
Port of *Belfast* Date of completion of Report *18th June 1907* Received at London Office *TUES 3 MAR 1908*
Survey held at *Belfast* Date, First Survey *18th June 1907* Last Survey *24th Feb 1908*
On the *T.S.S. Ancona.* Rig *Schooner*

TONNAGE under
Tonnage Deck... *5141.67*
Do. between Tonnage Dk.
and 2nd, 4th, Spar or
Awning Dk. *1834.02*

Total under Upper Dk. *6975.69*

Do. of Poop *1311.90*

Do. of Bridge House *574.10*

Do. of Forecasts *123.72*

Do. of Houses on Deck *899.77*

Do. of excess of Hatchways

Do. above Crown of
Engine Room ...

Gross Tonnage *8885.18*

Less Crew Space *429.94*

Do. above Crown of
Engine Room ...

STAGE FOR FEES... *8455.24*

Do. Engine Room *2843.26*

Do. Navigation Spaces *21.93*

Register Tonnage

Do. cut on Beam... *6019.99*

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

CLASS *100 A. 1. Spar Dk.*

FEET.

Half Breadth (moulded) *28.98*

Depth from upper part of keel to top of Main Deck Beams *30.46*

Girth of Half Midship Frame (as per Rule) *54.08*

1st Number *113.52*

Length *480*

2nd Number *544.89*

Proportions—Breadths to Length... *8.28*

Depths to Length—Main Deck to top of Keel *15.75*

Destined Voyage

Master *Not appointed yet.*

Year of Appointment

Built at *Belfast*

When built *1907.8* Launched *19 Dec 1907*

By whom built *Workman Clark & Co Ltd*

Owners *Sigg. La Società di Navigazione a Vapore Italia*

Managers

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

Residence

Port belonging to *Genoa*

If Surveyed while Building, Afloat, & in Dry Dock *Yes.*

LENGTH on Deck Feet. Inches. *480 0* BREADTH—Feet. Inches. *57 11 1/2* Moulded. *57 11 1/2* DEPTH, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. *34 4 1/2* Power of Horse. *3* No. of Decks with flat laid *3*
as per Rule. *480 0* Moulded. *57 11 1/2* Do. do. Main Deck Beams *26 2 3/4* Engines *23 1/4* No. of Tiers of Beams *3*
Dimensions of Ship per Register, Length *482.3* breadth *58.35* depth *34.35* Spar or Awn. Dk. *3* Moulded depth, ft. *34* ins. *3* To Main Dk. *137 1/2* Round up of Beam, Main Dk. *144*

FRAMING.					FORGINGS AND CASTINGS.				
	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, or L or L Bars, for 1/2 length amidships	8	3 1/2	12	8	3 1/2	12			
Do. for 1/2 at each end	8	3 1/2	11	8	3 1/2	11			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10	9	3 1/2	10			
Distance of Frames from moulding edge to moulding edge, all fore and aft	26			26					
EVERSED FRAME, Angles	5	3 1/2	9	10	5	3 1/2	9	10	
DEEP FRAMING, depth of girder	9	8		9	8				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships									
Do. in way of Engines and Boilers									
Do. thickness at the ends of vessel									
Do. depth at 1/2 the half-bdth. as per Rule									
Do. height extended at the Bilges									
FLOORS & BRACKETS, in Cell Dble Bottoms Distance apart	26			26					
CENTRE GIRDER, in Double bottom, depth and thickness	4	9	12	10	4	9	12	10	
Do. Angles, Top	4	4	11	10	4	4	11	10	
Do. Angles, Bottom	5	5	12	10	5	5	12	10	
DECK GIRDERS, number and thickness	2			9	8	2		9	8
Do. Angles	3 1/2	3 1/2	10	9	3 1/2	3 1/2	10	9	
MARGIN PLATE, depth (exclusive of flange) and thickness	3	7	11	3	6 1/2			11	
Do. Angles	4	4	11	4	4	11			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4	9	11	9	4	9	11	9	
Do. thickness in Engine and Boiler space				11	12			11	12
Remainder in Holds				9	8			9	8
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	7	3	8	7	3	8			
Do. Angles on upper edge									
Do. Average space	26			26					
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	6	3	10	6	3	10			
Do. Angles on upper edge									
Do. Average space	26			26					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	11	3 1/2	14	11	3 1/2	14			
Do. Angles on upper edge									
Do. Average space	52			52					
BEAMS, Hold or Orlop, Plate or Tee Bulb Channel	11	3 1/2	14	11	3 1/2	14			
Do. Angles on upper edge									
Do. Average space	52			52					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	8	3 1/2	11	8	3 1/2	11			
Do. Angles on upper edge									
Do. Average space	52			52					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	9	3 1/2	12	9	3 1/2	12			
Do. Angles on upper edge									
Do. Average space	52			52					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	9	3 1/2	12	9	3 1/2	12			
Do. Angles on upper edge									
Do. Average space	52			52					
CLARKS, In 'tween Deck, size and spacing	2	7	3	3 1/4	52				
Do. Hold	4	2	5	52					
Do. Quarter, 'tween Dks.,	2	7	3	3 1/4	52				
Do. in Hold	4	2	5	52					
WEB-FRAMES, In Fore Body, No. and spacing									
Do. No. of Side Stringers	3			As approved.					
WEB-FRAMES, In E. & B. Space, No. & spacing	2	7	3	3 1/4	52				
Do. No. of Side Stringers	2	7	3	3 1/4	52				
Do. No. of Side Stringers	2	7	3	3 1/4	52				
Do. Size of Angles or Tee Bars to Web Frames	6	3	4	15	6	3	4	15	
BRACKET PLATES to Stringers between Web Frames, depth and thickness									

PLATING.										RIVETING.										
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.					
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble and for what Length.		STRAPS.		IF LAPPED.		
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to or.	Diam.	Spacing or to or.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	48	23	15	16	46	23	16	50	62	18	43	18	4	21	16	14	10	12	12	Full.
Garboard or A Strake	52	16	14	14	52	16	14	54	16	18	43	18	4	21	16	14	10	12	12	Full.
State actual thickness in way of Double Bottom.	B	13	11	12	14	13	14	14	13	18	43	18	4	21	16	14	10	12	12	Full.
	C	13	11	13	14	13	14	14	13	18	43	18	4	21	16	14	10	12	12	Full.
	D	13	11	13	14	13	14	14	13	18	43	18	4	21	16	14	10	12	12	Full.
	E	14	13	14	14	14	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
	F	15	11	13	15	15	15	15	15	18	43	18	4	21	16	14	10	12	12	Full.
	G	14	11	12	14	14	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
	H	14	11	12	14	14	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
	J	13	10	12	13	13	13	13	13	18	43	18	4	21	16	14	10	12	12	Full.
	K	14	11	12	14	14	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
	L	13	10	12	13	13	13	13	13	18	43	18	4	21	16	14	10	12	12	Full.
Main Strake	M	54	14	10	14	54	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
Sheerstrake	N	14	10	10	14	14	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
Spars	O	52	14	10	10	52	14	14	14	18	43	18	4	21	16	14	10	12	12	Full.
Sheerstrake	P	15	9	9	15	15	15	15	15	18	43	18	4	21	16	14	10	12	12	Full.
Bridge	Q	16	9	9	16	16	16	16	16	18	43	18	4	21	16	14	10	12	12	Full.
Double Bottom	R	Increased in lieu																		
Length and thickness of Bilges	Increased in lieu & doubled at bridge ends.																			
Length and thickness of Sheerstrakes	Increased in lieu & doubled at bridge ends.																			
Length and thickness of Strake below	Increased in lieu & doubled at bridge ends.																			
POOP SIDES	9		9		9		9		9		9		9		9		9		9	
BRIDGE SIDES	9		9		9		9		9		9		9		9		9		9	
FORECASTLE SIDES	9		9		9		9		9		9		9		9		9		9	

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, tested as reqd by Rule. D. Colville & Sons, Lanarkshire, Scotland. Dorman Long & Co. Ltd. South Durham, England. Glasgow Iron & Steel Co. Ltd. Glasgow, Scotland. Dowlais & Co. Ltd. Cardiff, Wales. Barrow Haematite, Scotland.*

FRAMES extend in one length from *Margin* to *Weather Decks* & *St Bulkheads*

REVERSED FRAMES on floors and frames extend from *Margin* to *Lower Deck Beams* on *Bulkhead frames*

Ordinary reverse to Main & Spar Decks alternately, to Main & 4th Decks alternately, all to Spar Deck in a peak

MASTS, SPARS, &c.

Lower Masts, &c.	Material.	Total Length	DIAMETER AND THICKNESS.		Head.	No. of Plates in round.	Angles.	Riveting.
			At Partners.	Heel.				
Fore	Steel	114.0	26 1/2 x 7/8	24 1/4 x 7/8	7 x 7/8	2	✓	Sgl.
Main	"	114.7	26 1/2 x 7/8	24 1/4 x 7/8	7 x 7/8	2	✓	Sgl.
Mizen	"	114.7	26 1/2 x 7/8	24 1/4 x 7/8	7 x 7/8	2	✓	Sgl.

Bowsprit.

Topmasts, Yards and Remainder of Spars *Pitch Pine*

Rigging, Material and Size, Shrouds *Steel wire 3 3/4 & 3 1/2*

Sails. *One* Suit of *fore & aft.* Stays *Steel wire 4 1/2 - 4 - 3 - 2 3/4*

Sails, and the following spare sails

EQUIPMENT No. *67809* LETTER *et* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.			
10594	1st Bower	86	2	0	87	17	2	0	85	2	0	W. F. Byers
10596	2nd "	80	3	0	81	10	0	0	80	2	0	W. F. Byers
10585	3rd "	73	2	4	74	15	0	0	73	2	0	W. F. Byers
7034	Stream	25	1	0	25	0	0	0	25	0	0	Iron Dock
7035	Kedge	12	0	0	13	17	2	0	12	0	0	Iron Dock
	2nd Kedge											Q. W. Penn.

CHAIN CABLES.

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.
			Tons.	Supplied.	Per Rule.					
7604	300	2 1/8	116.7	989.3	14	300 x 2 1/8	116.7	989.3	14	R. Sykes & Co. 10/12/07
			163.8	989.0	0					W. F. Byers
	120	5/4	41			120 x 5/4				Q. W. Penn.

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.
			Tons.	Supplied.	Per Rule.					
7604	300	2 1/8	116.7	989.3	14	300 x 2 1/8	116.7	989.3	14	R. Sykes & Co. 10/12/07
			163.8	989.0	0					W. F. Byers
	120	5/4	41			120 x 5/4				Q. W. Penn.

Boats *16 Life Crafters & 2 Guigs*

Pumps, Number *1 Lift & 2 Downfalls*

Windlass is *Iron Patent*

Engine Room Skylights. How constructed? *Steel plates*

What arrangements for deadlights in bad weather? *Steel shutters & bulls-eyes*

Coal Bunker Openings. How constructed? *Side ports*

How are lifts secured? *Roller*

Height above deck? *5 feet*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Scuppers each side. 5 freeing ports 3.0 x 1.6 each side.*

Ceiling in Holds, thickness and material *2 1/2 W.P.*

Ceiling 'tween Decks, thickness and material *2" W.P.*

Cargo Hatchways. How formed? *Steel Coamings*

Hatches, If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *10.10 x 12.0* No. 2 Hatch *17.4 x 12.0* No. 3 Hatch *19.6 x 16.0* No. 4 Hatch *17.4 x 13.2*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *10.10 x 12.0* No. 2 Hatch *17.4 x 12.0* No. 3 Hatch *19.6 x 16.0* No. 4 Hatch *17.4 x 13.2*

Number of 2.3 & 4.1 Web and 2 Beams. Hatches fore & aft. *No. of Breasthooks 10*

No. of Crutches *48*

Bulwarks, height above deck and description *4.6" steel plates*

Main Rail, material and size *8 x 3/4" steel*

The above is a correct description.

Builder's Signature *H. Maclean*

Surveyor's Signature *E. J. Hillton*

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

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

M. 3.5.07 11.5.07 15.5.07 17.5.07 22.5.07 31.5.07 26.6.07 5.7.07 23.7.07 20.9.07 7.10.07 5.12.07

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

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 Rules, the approved plans, and the Secretary's Letter quoted above. The workmanship and materials are good throughout. The pumps have been tried and found to work well. The watertight doors have been worked and proved satisfactory. The decks and waterways have been tested as required by Rule with satisfactory results.*

When this vessel was placed in dry dock, (5/2/08) for final painting of bottom, the after plate of starboard barge keel was found bent and distorted: this was removed, joined and replaced, and is now in good order.

T.S.S. Herona. Yard No 271. now building

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *95.5* ft., R.O.D. or Break *ft.*, Bridge Dk *81.5* ft., F'castle *88* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

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) *2 Dks (Stl) and Spar Dk (Steel. Sheathed with 2" Lts Dks) and deep framing*

Official No. *270*; Signal Letters *Portland Cement & Paint*

How are the surfaces preserved from oxidation? Inside *Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Cell. Dks.*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	95.2	170	Fore peak tank,		
Double bottom, forward,	156.0	305	After peak tank,		
Double bottom, under Engines and Boilers.	136.6	330	Midship deep tank,	20	45
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(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. *674*

Date *6th Sep 1907*

Order for Ordinary Survey No. *270*

Date *27th Oct 1907*

No. *270* in builder's yard.

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 beams 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

The amount of Entry Fee.....£ *5* 0 0

Special Survey Fee.....£ *236* 7 6

Travelling Expenses, if any £ *29-2-1908*

Fees applied for, *25/2/1908*

Received by me, *29-2-1908*

Certificate to be sent to *This Office*

I am of opinion this Vessel should be Classed *100 A.1. Steel. Spar Deck*

With, or without Freeboard, as condition of Class *Without*

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

Committee's Minute *FRI. 6 MAR 1908*

Character assigned *100 A.1. Spar Deck*

FRI. 20 MAR 1908

Lloyd's Register of British and Foreign Shipping.