

Spar, or Awning Dk

IRON OR STEEL STEAMER.

SAT. MAR 15 1902

799.

No. 692

Port of Trieste

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

Survey held at Trieste

Date of completion of Report 12<sup>th</sup> March 02

Received at London Office

On the Steel Screw Steamer "Bucovina"

Date, First Survey 14<sup>th</sup> March 1901

Last Survey 11<sup>th</sup> March 1902

Rig Two pole Masts.

Master

Year of Appointment

(1) As Master in service of owner of present vessel:—18  
(2) As Master of this vessel:—18

Built at Trieste

When built 1902 Launched 9<sup>th</sup> January

By whom built Lloyd's Arsenal

Owners Lloyd Austriaco

Managers

(Where necessary to be entered in Book)

Residence Trieste

Port belonging to Trieste

TONNAGE under Tonnage Deck... 2232.17

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk. 2232.17

Do. of Poop

Do. of Bridge House

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage 2232.17

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES... 2634.82

Less Engine Room

Less Navigation Spaces

Register Tonnage 1746.82

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS 100 A1.

FEET.

Half Breadth (moulded) 21.12

Depth from upper part of keel to top of Main Deck Beams 17.22

Girth of Half Midship Frame (as per Rule) 33.86

1st Number 42.20

Length 315.

2nd Number 22748

Proportions—Breadths to Length 7.46

Depths to Length—Main Deck to top of Keel 16.285

Destined Voyage Mediterranean

If Surveyed while Building, Afloat, or in Dry Dock while building.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar	Feet.	Inches.	Do.	Do.	Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
315	—	—	42	3	—	16	28	5	—	—	—	22	7	348	348	2	2

Dimensions of Ship per Register, Length 315 breadth 42.2 depth 17.22 Spar 4. Dk. Moulded depth, ft 16 ins. 4 To Main Dk. Round up of Beam, Main Dk. 11 ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FRAME, Angles, or Bars, for 1/2 length amidships	5	3	8	5	3	8
Do. for 1/2 at each end	5	3	7	5	3	7
Do. in way of Double Bottoms at Solid Floors at intermdt. Bkts.	5	3	7	5	3	7
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	3	8	24	3	8
REVERSED FRAME, Angles	5	3	8	5	3	8
DEEP FRAMING, depth of girder	7	3	8	7	3	8
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	38	9	8	38	9	8
" in way of Engines and Boilers	38	10	8	38	11	10
" thickness at the ends of vessel	as per midship section					
" depth at 1/2 the half-bdth. as per Rule	as per midship section					
" height extended at the Bilges	as per midship section					
FLOORS & BRACKETS, in Cell Dble Bottoms Distance apart	24	—	—	24	—	—
CENTRE GIRDER, in Double bottom, depth and thickness	38	—	10	38	—	10
" Angles, Top	4	4	9	4	4	9
" Bottom	6	4	9	6	4	9
SIDE GIRDERS, number and thickness	3	3	8	3	3	8
" Angles	2 1/2	3 1/2	8	3 1/2	3 1/2	8
MARGIN PLATE, depth (exclusive of flange) and thickness	26	8	8	26	8	8
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	9	8	36	9	8
" thickness in Engine and Boiler space	9	—	—	9	—	—
" Remainder in Holds	8	3	10	8	3	10
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
" Angles on upper edge	every frame					
" Average space	every frame					
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
" Angles on upper edge	every frame					
" Average space	every frame					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
" Angles on upper edge	every frame					
" Average space	every frame					
BEAMS, Hold, or Orlop, Plate or Tee Bulb	6 1/2	2 1/2	9	6 1/2	2 1/2	9
" Angles on upper edge	on every alternate					
" Average space	on every alternate					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	2 1/2	9	6 1/2	2 1/2	9
" Angles on upper edge	on every alternate					
" Average space	on every alternate					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	2 1/2	9	6 1/2	2 1/2	9
" Angles on upper edge	on every alternate					
" Average space	on every alternate					
PILLARS, in tween Deck, size and spacing	every frame					
" Hold	as per midship section					
" Quarter, tween Dks., "	Section see Remarks					
" in Hold	none					
WEB FRAMES, in Fore Body, No. and spacing brdth. & thickness	none					
" No. of Side Stringers	3 as per profile					
WEB FRAMES, in E. & B. Space, No. & spacing brdth. & thickness	24					
" No. of Side Stringers	none					
WEB FRAMES, in After Body, No. and spacing brdth. & thickness	none					
" No. of Side Stringers	none					
BRACKET PLATES to Stringers between Web Frames, depth and thickness	none					

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	10 1/2 x 2 1/2	10 1/2 x 2 1/2
STEM, moulding and thickness	10 1/2 x 5 1/2	10 1/2 x 5 1/2
STERN-POST for Rudder do. do.	10 1/2 x 5 1/2	10 1/2 x 5 1/2
" for Propeller	8	8
MAIN PIECE of Rudder, diameter at head do. at heel	6 1/4	6 1/4
RUDDER, how constructed	Single plate	
Can the Rudder be unshipped afloat?	Yes	
KEELSONS AND STRINGERS.		
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 lng.		
" Intercoastal Plate, for lng.		
" Attached to outside plating with Angle		
BILGE KEELSON, Angles		
" Bulb or Plate above floors, for lng.		
" Intercoastal Plate, for lng.		
" Attached to outside plating with Angle		
BILGE STRINGER Angles		
" Bulb Plate, for lng.		
" Intercoastal Plate, for lng.		
" Attached to outside plating with Angle		
SIDE STRINGER Angles		
" Bulb Intercoastal Plate, for lng.		
" Attached to outside plating with Angle		

Spar, Deck Stringer Plates, breadth and thickness	4 1/2	10	4 1/2	10
" Angle on ditto	4 1/4	9	4 1/4	9
" Tie Plates, fore and aft, outside Hatchways				
" Diagonal Tie Plates, No. of prs.				
" Deck, * Iron or Steel, for all lng.				
" Wood Deck, Material & thickness	Steel 6-7		Steel 6-7	
Main Deck Stringer Plate, breadth & thickness	5 1/2 x 3 1/2		5 1/2 x 3 1/2	
" Angles on ditto, No.	4 1/2	10	4 1/2	10
" Tie Plates, outside Hatchways	4 1/4	9	4 1/4	9
" Diagonal Tie Plates, No. of prs.				
" Deck, * Iron or Steel, for all lng.				
" Wood Deck, Material & thickness	6-7		6-7	
Lower Deck Stringer Plates, br'dth & thick'n's				
" Angles on ditto, No.				
" Tie Plates, outside Hatchways				
" Deck, * Material and thickness				
Hold, or Orlop Stringer Plate, br'dth & thick'n's				
" Angles on ditto, No.				
" Tie Plates, outside Hatchways				
" Deck, Material and thickness				
Poop Deck Stringer Plate, breadth & thickness	38	8	38	8
" Angles on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7
" Tie Plates	15	8	15	8
" Deck, Material and thickness	3 1/4		3 1/4	
Bridge Deck Stringer Plate, br'dth & thickness	40	10	40	10
" Angle on ditto	3 1/2 x 3 1/2	10	3 1/2 x 3 1/2	10
" Tie Plates	15	8	15	8
" Deck, Material and thickness	3 1/4		3 1/4	
Forecastle Deck Stringer Plate, br'dth & th'kns	40	10	40	10
" Angle on ditto	3 1/2 x 3 1/2	10	3 1/2 x 3 1/2	10
" Tie Plates	15	8	15	8
" Deck, Material and thickness	3 1/4		3 1/4	

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

BULKHEADS.

	Number.	Thickness.
In Vessel	5	7-8
Per Rule		

W. T. BULKHEADS PARTITION " LONGITUDINAL "

STIFFENERS.

	Horizontal.	Vertical.	Spacing.	Single or Double Frames.	Height up.
Inches.	Inches.	Inches.			
30	30	30			

Are the outside Plates doubled two spaces of Frames in length? Yes as per Rule.



PLATING.										RIVETING.														
AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.												
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.		
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Inches.	Diam.	Spacing or cr.	Inches.	Diam.	Spacing or cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
<b>FLAT PLATE KEEL</b>	36	16	12	12	36	16				double	6	1	3 1/2	Shells	1	3 1/2	19	20						
(If Bar Keel, state Riveting)																								
<b>GARBOARD OF A Strake</b>	47	12	11	11	41	12				"	5 1/2	3/4	"	"	3 1/2	-	-	9	all length					
State actual thickness in way of Double Bottom.																								
<b>B</b>	41	11	9	9	41	11				"	"	"	"	"	"	-	-	"	"					
<b>C</b>	51	11	9	9	51	11				"	"	"	"	"	"	-	-	"	"					
<b>D</b>	40	11	9	9	40	11				"	"	"	"	"	"	-	-	"	"					
<b>E</b>	52	12	9	9	52	12				"	"	"	"	"	"	-	-	"	"					
<b>F</b>	52	12	9	9	52	12				"	"	"	"	"	"	-	-	"	"					
<b>G</b>	51	12	9	9	51	12				"	"	"	"	"	"	-	-	"	"					
<b>H</b>	42	11	9	9	42	11				"	"	"	"	"	"	-	-	"	"					
<b>J</b>	45	11	9	9	45	11				"	"	"	"	"	"	-	-	"	"					
<b>K</b>	40	11	9	9	40	11				"	"	"	"	"	"	-	-	"	"					
<b>L</b>	57	13	10	10	57	13				"	"	"	"	"	"	-	-	"	"					
<b>M</b>	40	15	10	10	40	15				"	"	"	"	"	"	-	-	"	"					
<b>N</b>																								
<b>O</b>																								
<b>P</b>																								
<b>Q</b>																								
<b>DOUBLING OF Flat Plate Keel</b>																								
Length and thickness of Bilges.....		Increase 1/20 for 1/4 length and double 20 feet at both ends of Bridge																						
of Sheerstrakes.....																								
of Strake below.....																								
<b>POOP SIDES</b> .....		H20																						
<b>BRIDGE SIDES</b> .....		H20 upper strake H20 lower strake																						
<b>FORECASTLE SIDES</b> .....		H20																						
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.: <i>Widnawitz, sellway, Cona with Material Siemens Martin Open hearth process</i>																								
<b>Spar or Stringer Butts</b> , treble riveted for <i>half</i> length amidship.												<b>Main Stringer Butts</b> , treble riveted for <i>half</i> length amidship.												
<b>Inner Bottom Plating</b> , riveting of Edges <i>double 1/2 by Butts double half by</i>												<b>Centre Girder Butts</b> , <i>treble</i> riveted <i>Keelson Butts</i> riveted.												
<b>Frames</b> , riveted through Plates with <i>1/2</i> in. Rivets, about <i>6"</i> apart.												<b>Rivets</b> , state whether <i>Iron or Steel</i>												
<b>FRAMES</b> extend in one length from <i>Margin plate to Spar, Bridge, Poop + Forecastle deck.</i>																								
<b>REVERSED FRAMES</b> on floor and frames extend from <i>Margin plate to spar deck at every frame, double to main deck in machinery space, under E &amp; B double at every frame (</i>																								

M 1901 13<sup>th</sup> Feb. 1, 1, 12<sup>th</sup> March 6, 17<sup>th</sup> & 18<sup>th</sup> Sept.

**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?

to plate, &c., conform well to each other?

from the facing surfaces?

from the laying surfaces? *yes* Do a

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

**General Remarks** (State quality of workmanship, &c.)

\* passenger service, space to be about 12 1/2 Knts. She is constructed of steel in accordance with Lloyd's Rules and according to plans as approved by the Society, she is intended to be classed 100 Ks Spar-Deck.

She has two complete steel decks, upper bridge & fore-castle. The poop is joined to the bridge by a shade deck open at side as per profile plan, she is fitted with water ballast in a cellular double bottom continued as far forward and aft as possible excepting under the Boilers where no water ballast will be carried and the space only utilised as a large well with timbers in the margin plate and manholes on the top to allow for a free circulation of air. Floors are fitted on every second frame with large side girders, but under the engine and at the fore end floors are fitted on every frame.

In No 2 & 3 tank forward of the Boiler room the centre girder is made watertight. The frames are all detached apart extending to the spar-deck, slide 28

The Surveyor should state the Number of Report and Name of any Sister Vessel. Slide 29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36 ft., R.O.D. or Break — ft., Bridge Dk. 98 ft., F'castle 66 ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The poop is joined to the bridge deck by a shade deck, opened at wide as per profile plan.*

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) *Two steel Decks (Gas deck sheathed with wood) 1 x deep framing*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_

How are the surfaces preserved from oxidation? Inside *Painter + cement* Outside *painter + Moavia compound*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Yes* (see general Remarks)

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	96✓	166.18	Fore peak tank,	16✓	10✓
Double bottom, forward,	132✓	226.96	After peak tank,		
Double bottom, under Engines and Boilers,	—	—	Midship deep tank,	9✓	8✓
Double bottom, if under Engines only,	24✓	60.84	Other tanks, if fitted,		
Double bottom, if under Boilers only,	—	—	(If necessary, furnish further information by sheet.)	No other tanks are fitted.	

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

Order for Special Survey No. _____	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	<u>1901</u> <u>March 14, 22, 30 April 10, 17, 23, 27 May 3, 10, 15</u>
Date _____		2nd. On the plating during the process of riving	<u>22, 28 June 4, 10, 15, 20, 31 July 4, 7, 12, 17, 26</u>
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid	<u>August 3, 10, 16, 22, 26, 31 Sep 3, 10, 15, 27 Oct. 11, 18</u>
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented	<u>25, 30 Nov. 5, 19, 22, 27 Dec. 2, 6, 11, 12, 13, 20, 21 Jan. 2, 9</u>
No. <u>65</u> in builder's yard.		5th. After the ship was launched and equipped	<u>2, 10, 24 Feb. 3, 12, 19, 25 Mar. 9, 11 Total No. of Visits 54</u>

The amount of Entry Fee.....£ 5 : 0 : 0

Special Survey Fee ... £ 92 : 2 : 0  
Travelling Expenses, if any £ : 12 : 18

I am of opinion this Vessel should be Classed **\*100A1** *Spec - Dec. P. F. Morton & Russell*

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

Committee's Minute  
Character assigned

Span 1 lb

 $+ \text{Ime } 3,8\% \text{ } 30 \text{ GN}$ 

TR. 40

Quire

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MSA 62.

4-1599-0206

25/3/00.



forecastle, the reverse frames extend to the spar deck all fore & aft. Double reverse frames under E & B. space of which the alternate ones extend to main deck. The web frames in E & B. space are 24" deep and four strong beams are fitter. The web frames being efficiently connected to the side stringers with angles & diamond plates as per Rules and large knees are fitter on the side stringers at their intersection with the bulkhead. Pillars are fitter under the strong beams where practicable. She is fitter with 6 watertight bulkheads all extending to the spar-deck and properly stiffened as required, with horizontal and vertical stiffeners, these latter being connected to the double bottom with suitable brackets. Tensile beams and vertical girders are fitter where required by the Rules.

Beams are fitter on every frame on the spar & main deck supported by two rows of strong pillar spaced about 6 frames spaces apart with longitudinal girder at top all as per Midship section and profile approved.

She has 4 cargo hatches all of which together with the engine & boiler hatches have been specially strengthened at the corners and the deck plating in way of same increased as per plan. She is fitter with steam winches steam & hand steering gear, steam windlass all of approved type and of dimensions suitable for the work for which they are intended.

The material used in the construction of the Hull has all been tested by your surveyors according to the Rules and supplied by approved steel works. She is fitter with efficient bilge suction of size & diameter as per Reports connected to Donkey pump to each bilge properly fitter with rose boxes at bottom.

The workmanship & finish of this vessel is of a high class character she has been constructed in accordance with the approved plans & all the details comply with the Rules of the Society and the vessel in our opinion is quite eligible to receive the class for which she was built  $\times 100A1$  Spar-deck.

The vessel will be examined in dry dock later on & will be reported on form Rpt 8

P. Jussick  
R. F. Norton.

Plans relating this vessel sent herewith but it is requested that same should be returned to this office in order to pass with the S. Surveyor the S. I. No 66 sister ship.

- No 1. Midship Section
- " 1. Profile Plan.
- " 1. Deck "

Stern Post, Rudder and Arrangement of tanks & capacity in double bottom as per approved plans for the S. I. Tirol