

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 14099.

TUES. 1 NOV 1904

Port of GREENOCK Date of completion of Report 28<sup>th</sup> Oct/04. Received at London Office  
Survey held at PORT GLASGOW Date, First Survey 25<sup>th</sup> March/04 Last Survey 13<sup>th</sup> Oct/04  
On the STEEL SCREW STEAMER ERNY Rig SCHOOENER

TONNAGE under 2324.05  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.  
Total under Upper Dk. 2324.05  
Do. of Poop 121.90  
Do. of Bridge House 8.17  
Do. of Forecastle Side Houses 29.88  
Do. of Houses on Deck 8.97  
Do. of excess of Hatchways 44.10  
Do. above Crown of Engine Room... 2537.07  
Do. Space (allowed) 60.00  
Do. above Crown of Engine Room... 44.10  
Do. for FEES... 2432.97  
Do. Engine Room 811.86  
Do. Navigation Spaces

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

CLASS 100A.1. SPAR DECK

Half Breadth (moulded) 20.08  
Depth from upper part of keel to top of Main Deck Beams 20.84  
Girth of Half Midship Frame (as per Rule) 37.50  
1st Number 78.42  
Length 292  
2nd Number 22898  
Proportions—Breadths to Length 7.27  
Depths to Length—Main Deck to top of Keel 14.00

Master ALFONSO CERCICH

Year of Appointment

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

Built at PORT GLASGOW

When built 1904 Launched 21<sup>st</sup> Sept/04

By whom built RUSSELL & CO

Owners UNIONE AUSTRIACA DI NAVIGAZIONE S.R.L. AUSTRO-AMERICANA  
(S. FRATELLI COSULICH SOCIETA' ANONIMA IN TRIESTE)

Managers FRATELLI COSULICH

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

Residence TRIESTE

Port belonging to TRIESTE

AND  
If Surveyed while Building, Afloat, or in Dry Dock

DEPTH, top of Floors to Spar or Awning Dk. Beams 25.3  
Do. Main Deck Beams 17  
Feet. 25 3  
Inches. 5 8  
Power of Engines 17  
Horse. 17  
No. of Decks with flat laid Two  
No. of Tiers of Beams Two  
Round up of Beam, Main Dk. 10 ins.

Dimensions of Ship per Register, Length 294.0 breadth 40.3 depth 25.3 Spar or Awning Dk. Moulded depth, ft. 20 ins. 0 To Main Dk. Beam, Main Dk. 10 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Appro	20ths per Rule		Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Appro	20ths per Rule
ME, Angles, or <del>TE</del> Bars, for $\frac{1}{2}$ length amidships	5	3	8	5	3	8	KEEL, Bar or Side Plates, depth and thickness	10x2 $\frac{1}{2}$	10x2 $\frac{1}{2}$		
for $\frac{1}{2}$ at each end	5	3	7	5	3	7	STEM, moulding and thickness	10x5 $\frac{1}{2}$	10x5 $\frac{1}{2}$		
in way of Double Bottoms at Solid Floors	3 $\frac{1}{2}$	3	8-7	3 $\frac{1}{2}$	3	8-7	STERN-POST for Rudder do. do.	10x5 $\frac{1}{2}$	10x5 $\frac{1}{2}$		
at intermdt. Dkts.							" " for Propeller	8	8		
nce " of Frames " from moulding edge to	3 $\frac{1}{2}$	24	3	3 $\frac{1}{2}$	24	3	MAIN PIECE of Rudder, diameter at head	6	6		
uilding edge, all fore and aft	6 $\frac{1}{2}$	3	8-7	6 $\frac{1}{2}$	3	8-7	do. at heel				
ERSED FRAME, Angles.	8 $\frac{1}{2}$			8 $\frac{1}{2}$							
P FRAMING, depth of girder AFTER BODY.							RUDDER, how constructed BUILT IRON FRAME & SINGLE PLATE				
ORS, depth and thickness of Floor Plate							Can the Rudder be unshipped afloat? YES.				
at mid-line for $\frac{1}{2}$ length amidships											
in way of Engines and Boilers							KEELSONS AND STRINGERS.				
thickness at the ends of vessel							CENTRE LINE KEELSON, Vertical Plate above				
depth at $\frac{1}{2}$ the half bath, as per Rule							Floors, Through Plate, or Intercostal Plate				
height extended at the Bilges							" Rider Plate				
ORS & BRACKETS, in Cell Dble Bottoms	38	7		38	7		" Bulb Plate to Intercostal Keelson				
Distance apart	24			24			" Horizontal Plates on Floors				
IRE GIRDER, in Double bottom, depth	38	10		38	10		" Angles				
and thickness	4	4	9	4	4	9	SIDE KEELSON, Angles				
" Angles, Top	4 $\frac{1}{2}$	4 $\frac{1}{2}$	10	4 $\frac{1}{2}$	4 $\frac{1}{2}$	10	" Bulb or Plate above floors, for				
" Bottom	ONE	8	ONE	8			Intercoastal Plate, for				
GIRDERS, number and thickness	FLANGED TOP AND BOTTOM			28	8		Attached to outside plating with Angle				
Angles	FLANGED TO OUTSIDE PLATING			60	9		BILGE KEELSON, Angles				
GIN PLATE, depth (exclusive of flange)							" Bulb or Plate above floors, for				
Angles							Intercoastal Plate, for				
ER BOTTOM PLATING, breadth and							Attached to outside plating with Angle				
thickness of Middle Line Strake							SIDE STRINGER Angles				
" thickness in Engine and Boiler space							" Bulb or Intercoastal Plate, for				
" Remainder in Holds							Attached to outside plating with Angle				
IS, Spar or Awning Deck, Single Angle,	9	3 $\frac{1}{2}$	12	9	3 $\frac{1}{2}$	12	Spar, <del>Awning</del> Deck Stringer Plates,	4 $\frac{1}{2}$	10	4 $\frac{1}{2}$	10
Bulb Angle, Plate or Tee Bulb							breadth and thickness	4x4	10	4x4	10
Angles on upper edge							" Angle on ditto				
Average space	10	3 $\frac{1}{2}$	15	10	3 $\frac{1}{2}$	15	" Tie Plates, fore and aft, outside Hatchways				
IS, Main Deck, Single Angle, Bulb							" Diagonal Tie Plates, No. of prs.				
Angle, Plate or Tee Bulb							" Deck * Iron or Steel for WHOLE lng.	3	6	3	6
Angles on upper edge							" Wood Deck, Material & thickness	4 $\frac{1}{2}$	10	4 $\frac{1}{2}$	10
Average space	10	3 $\frac{1}{2}$	15	10	3 $\frac{1}{2}$	15	Main Deck Stringer Plate, breadth & thickness	4x4	9	4x4	9
IS, Lower Deck, Single Angle, Bulb							" Angles on ditto, No. Two				
Angle, Plate or Tee Bulb							" Tie Plates, outside Hatchways				
Angles on upper edge							" Diagonal Tie Plates, No. of prs.				
Average space							" Deck * Iron or Steel for WHOLE lng.	8-7		8-7	
IS, Hold, or Orlop, Plate or Tee Bulb							" Wood Deck, Material & thickness				
Angles on upper edge							Lower Deck Stringer Plates, br'dth & thck'n's	38	9	38	9
Average space							" Angles on ditto, No. Two	4x4	9	4x4	9
IS, Poop Deck, Angle, Bulb Angle, Plate							" Tie Plates, outside Hatchways				
or Tee Bulb							" Deck * Material and thickness STEEL				
Angles on upper edge							Hold, or Orlop Stringer Plate, br'dth & thck'n's				
Average space	DOUBLE	5	3	8	5	3	" Angles on ditto, No.				
IS, Bridge Deck, Angle, Bulb Angle, Plate							" Tie Plates, outside Hatchways				
or Tee Bulb							" Deck, Material and thickness				
Angles on upper edge							Poop Deck Stringer Plate, breadth & thickness				
Average space							" Angles on ditto				
IS, Forecastle Deck, Angle, Bulb Angle,							" Tie Plates				
Plate or Tee Bulb							" Deck, Material and thickness	24	8	24	8
Angles on upper edge							Bridge Deck Stringer Plate, br'dth & thickness	3x3	6	3x3	6
Average space							" Angle on ditto	9	3	9	3
IS, Forecastle Deck, size and spacing	3 $\frac{1}{2}$ 2 $\frac{1}{2}$ 48			3 $\frac{1}{2}$ 2 $\frac{1}{2}$ 48			" Deck, Material and thickness				
" Hold	3 $\frac{1}{2}$ 4 $\frac{1}{2}$ 48			3 $\frac{1}{2}$ 4 $\frac{1}{2}$ 48			Forecastle Deck Stringer Plate, br'dth & thck'n's				
" Quarter, 'tween Dks., "							" Angle on ditto				
" in Hold							" Tie Plates				
WEB FRAMES, In Fore Body, No. and spacing	ONE	47	8	ONE	36	8	" Deck, Material and thickness				
" No. of Side Stringers							BULKHEADS.				
WEB FRAMES, In E. & B. Space, No. & spacing							Number.				
" br'dth. & thickness							In Vessel.				
WEB FRAMES, In After Body, No. and spacing							Per Rule.				
" br'dth. & thickness							Thickness.				
" No. of Side Stringers							Horizontal.				
BRACKET PLATES to Stringers between	3 $\frac{1}{2}$	3	8	3 $\frac{1}{2}$	3	8	Vertical.				
Web Frames, depth and thickness							Inches.				



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.		RIVETS.		STRAFS.		IF LAPPED.																																																						
Breadth.	Thickness.	Thickness.	Thickness.		Breadth.	Thickness.				Breadth of Lap.	Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.																																																							
<b>FLAT PLATE KEEL</b> .....		36	16	12	12	36	16	<b>DOUBLE</b>		6	1	4	TREBLE WL	1	3 1/2																																																											
<b>GARBOARD OF A Strake</b> ...		62	12	11	11	62	12			6 1/2	1 1/4	3 3/8	"	7/8	"					10 1/2 WHOLE																																																						
State actual thickness in way of Double Bottom.		C	62	10	9	62	10			"	"	"	"	"	"					12 "																																																						
D		59	11	9	9	59	11			"	"	"	"	"	"					"																																																						
E		59	11	9	9	59	11			"	"	"	"	"	"					"																																																						
F		62	11	9	9	62	11			"	"	"	"	"	"					"																																																						
G		62	11	9	9	62	11			"	"	"	"	"	"					"																																																						
<b>MAIN SHEER</b> H		60	11	9	9	60	11			"	"	"	"	"	"					"																																																						
J		45	11	8	8	45	11			"	"	"	"	"	"					"																																																						
<b>SPAR SHEER</b> K		51	13	8	8	51	13			"	"	"	"	"	"					9 "																																																						
L										"	"	"	"	"	"					"																																																						
M										"	"	"	"	"	"					"																																																						
N										"	"	"	"	"	"					"																																																						
O										"	"	"	"	"	"					"																																																						
P										"	"	"	"	"	"					"																																																						
Q										"	"	"	"	"	"					"																																																						
AFTER LENGTHS OF PLATING CONNECTED TO THE STERN FRAME ARE OF THE MIDSHIP THICKNESS BOS PLATES 1/20" THICKER																																																																										
<b>DOUBLING OF Flat Plate Keel</b>																																																																										
Length and thickness of Diags																																																																										
of Sheerstrakes																																																																										
of Strake below																																																																										
<b>Poor Sides</b>																																																																										
<b>BRIDGE SIDES</b>		6															6	SINGLE 2 1/2 3/4 3	DOUBLE 3/4 2 7/8	5" WHOLE																																																						
<b>FORECASTLE SIDES</b>																																																																										
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.? <b>SIEMENS MARTIN PROCESS FROM CALDERBANK GLASGOW ITS CO. CLYDEBRIDGE LANARKSHIRE &amp; DALZELL.</b>																																																																										
The STEEL HAS BEEN TESTED AS REQUIRED BY THE RULES.																																																																										
FRAMES extend in one length from CENTRE LINE to MARGIN PLATE, thence to SPAR DECK, ALL TO BRIDGE DECK.																																																																										
REVERSED FRAMES on floors and frames extend from CENTRE LINE to MARGIN PLATE, MARGIN PLATE TO MAIN AND SPAR DECKS.																																																																										
ALTERNATELY ALTHO SPAR DECK IN WAY OF AFTER PEAK, ALTERNATELY TO FORECASTLE DECK, DOUBLE ON FLOORS IN ENGINE SPACE, EQUAL TO DOUBLE IN BOILER SPACE.																																																																										
MASTS, SPARS, &c.																																																																										
<table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS....</th> <th rowspan="2">Material.</th> <th rowspan="2">Total Length</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore .....</td> <td>STEEL</td> <td>43-6</td> <td>22 x 1/20</td> <td>20 x 1/20</td> <td>18 x 1/20</td> <td>Two</td> <td>✓</td> <td>✓</td> <td>SINGLE</td> <td>TREBLE</td> </tr> <tr> <td>Main .....</td> <td>"</td> <td>44-6</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>✓</td> <td>✓</td> <td>"</td> <td>"</td> </tr> <tr> <td>Miscn. ....</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td></td> <td></td> <td>"</td> <td>"</td> </tr> </tbody> </table>																						LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Hounds.	Head.	Number.	Size.	Seams.	Butts.	Fore .....	STEEL	43-6	22 x 1/20	20 x 1/20	18 x 1/20	Two	✓	✓	SINGLE	TREBLE	Main .....	"	44-6	"	"	"	"	✓	✓	"	"	Miscn. ....	"	"	"	"	"	"			"	"
LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.																																																																
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.																																																															
Fore .....	STEEL	43-6	22 x 1/20	20 x 1/20	18 x 1/20	Two	✓	✓	SINGLE	TREBLE																																																																
Main .....	"	44-6	"	"	"	"	✓	✓	"	"																																																																
Miscn. ....	"	"	"	"	"	"			"	"																																																																
Topmasts, Tards and Remainder of Spars PITCH POLE G.S.W. 3 1/2"																																																																										
Rigging, Material and Size, Shrouds G.S.W. 3 1/2"																																																																										
Sails, ONE COMPLETE Suit of Fore & Main & Mainer. Sails, and the following spars coils Stays G.S.W. 4".																																																																										
EQUIPMENT No. 28481 LETTER E ANCHORS.																																																																										
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT EX STOCK</th> <th rowspan="2">TEST PER CERTIFICATE.</th> <th colspan="3">WEIGHT REQ. BY RULE.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>5380</td> <td>1st Bower</td> <td>42</td> <td>2</td> <td>21</td> <td>STOCKLESS</td> <td>37</td> <td>13</td> <td>3</td></tr></tbody></table>																						Number of Certificate.	Anchors.	WEIGHT EX STOCK			TEST PER CERTIFICATE.	WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	5380	1st Bower	42	2	21	STOCKLESS	37	13	3																										
Number of Certificate.	Anchors.	WEIGHT EX STOCK			TEST PER CERTIFICATE.	WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.																																																															
		Cwts.	qrs.	lbs.		Cwts.	qrs.	lbs.																																																																		
5380	1st Bower	42	2	21	STOCKLESS	37	13	3																																																																		

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

M. 2/3/04. 10/3/04. 14/5/04. 9/8/04 19/8/04 12/8/04 13/8/04 16/8/04 E. 11/4/04

TUES. 1 NOV 1904.

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE

Is the riveted work properly closed? YES

Are the liners between the frames and plates solid single pieces? FRAMES JOGGLED

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, APPROVED PLANS AND SECRETARY'S LETTERS.

THE QUALITY OF THE MATERIAL AND WORKMANSHIP IS GOOD

THE WEATHER DECKS HAVE BEEN FLOODED AND FOUND FREE FROM LEAKAGE

THE DOWNTON PUMP, HAND PUMP AND WATERTIGHT DOORS TRIED AND FOUND SATISFACTORY

THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND STRAIGHT.

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., B.Q.D. or Break ft., Bridge Dk. 81.56 ft., B'castle 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) ONE DECK (STEEL) AND SPAR DECK (STEEL-WOOD SHEATHED) STEEL LOWER DECK FORWARD DECKS TENDING AFT.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside BY PORTLAND CEMENT & PAINT Outside BY PAINT.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system CELLULAR SYSTEM.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	66-0	105	Fore peak tank,		
Double bottom, forward,	136-0	294	After peak tank,		
Double bottom, under Engines and Boilers,	40-0	104	Midship deep tank,		29
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. 2206.

Date 29th March 1904.

Order for Ordinary Survey No.

Date

No. 530 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 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

BUILT UNDER SPECIAL SURVEY AND SURVEYED 1904 March 25. 31. April 1. 4. 7. 13. 15. 22. 27. May 2. 4. 12. 24. 27. 31. June 1. 2. 3. 7. 8. 10. 13. 14. 16. 17. 21. 23. 27. 29. July 19. 25. 29. Aug. 2. 4. 5. 10. 11. 15. 17. 19. 22. 23. 25. 29. 30. 31. Sep. 1. 2. 6. 7. 8. 9. 13. 15. 16. 17. 20. 26. Oct. 3. 5. 6. 7. 8. 10. 11. Total No. of Visits 13. 15. 67.

The amount of Entry Fee £ 5 : : : 17/10/1904

Special Survey Fee £ 85 : 16 : 6 Received by me, 19/10/1904

Travelling Expenses, if any £ : : : 5thk.

I am of opinion this Vessel should be Classed 100-A-1 STEEL "SPAR DECK"

without Freeboard, as condition of Class

Committee's Minute Glasgow 11 OCT 1904

Character assigned + 100-A-1 (Steel) Spar Deck dlogh & C. S.

Surveyor J. French & Geo. M. Shaw

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

GREENOCK

© 2021 Lloyd's Register Foundation