

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 718

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

Port of *Trieste* Date of completion of Report *17th May 1902* Received at London Office *23 MAY 1902*

Survey held at *Trieste* Date, First Survey *10th May 1901* Last Survey *16th May 1902*

On the *Steel Stern Steamer "Galicia"* Rig *two pole masts.*

TONNAGE under Tonnage Deck... *2282.17*

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

Total under Upper Dk. *2282.17*Do. of Poop *106.57*Bridge House *223.21*Forecasts *38.11*Touses on Deck *117.58*cess of Hatchways *18.52*e Crown of *2836.00*e Room .. *143.50*Tonnage *2836.00*no Space *143.50*ve Crown of *7.68*e Room .. *2684.82*E FOR FEES... *2684.82*gine Room *302.52*vigation Spaces *30.48*er Tonnage *1746.82*

on Beam....

SPAR, ~~or Awning Dk.~~ -DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS $\times 100A1$

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..... *22.20*Length..... *315*2nd Number..... *22.40*Proportions—Breadths to Length..... *2.46*Depths to Length—Main Deck to top of Keel *16.285*

Master

Year of Appointment

Built at *Trieste*When built *1902* Launched *12th April.*By whom built *Lloyd's Arsenal.*Owners *Lloyd Austriaco*

Managers

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

Residence *Trieste*Port belonging to *Trieste*Destined Voyage *Mediterranean*If Surveyed while Building, Afloat, or in Dry Dock *while building.*

TH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
er Rule.....	<i>315</i>	<i>—</i>	Moulded ..	<i>42</i>	<i>3</i>	Do. do. Main Deck Beams	<i>22</i>	<i>14</i>	<i>354</i>	<i>354</i>	<i>2</i>

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

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
IE, Angles, <i>—</i> Bars, for $\frac{1}{2}$ length amidships				KEEL, Bar or Side Plates, depth and thickness			
for $\frac{1}{2}$ at each end				STEM, moulding and thickness			
in way of Double Bottoms at Solid Floors ..				STERN-POST for Rudder do. do.			
at intermdt. Bkts.				" " for Propeller.....			
ace of Frames from moulding edge to				MAIN PIECE of Rudder, diameter at head ..			
ilding edge, all fore and aft.....				do. at heel ..			
ERSED FRAME, Angles.....				RUDDER, how constructed <i>Single plate</i>			
P FRAMING, depth of girder				Can the Rudder be unshipped afloat? <i>Yes.</i>			
RS, depth and thickness of Floor Plate				KEELSONS AND STRINGERS.			
at mid-line for $\frac{1}{2}$ length amidships				CENTRE LINE KEELSON, Vertical Plate above			
in way of Engines and Boilers.....				floors, Through Plate, or Intercostal Plate)			
thickness at the ends of vessel.....				" Rider Plate			
depth at $\frac{1}{2}$ the half-bdth. as per Rule ..				" Bulb Plate to Intercostal Keelson.....			
height extended at the Bilges				" Horizontal Plates on Floors			
RS & BRACKETS, in Cell Dble Bottoms				" Angles			
Distance apart.....				SIDE KEELSON, Angles.....			
RE GIRDER, in Double bottom, depth				" Bulb or Plate above floors, for			
and thickness				" Intercostal Plate, for length			
" Angles, Top				" Attached to outside plating with Angle...			
" Bottom.....				BILGE KEELSON, Angles.....			
GIRDERS, number and thickness.....				" Bulb or Plate above floors, for			
Angles				" Intercostal Plate, for length			
GIN PLATE, depth (exclusive of flange)				" Attached to outside plating with Angle ..			
and thickness				BILGE STRINGER Angles.....			
Angles				" Bulb or Plate, for all length			
R BOTTOM PLATING, breadth and				" Intercostal Plate, for all length			
thickness of Middle Line Strake. }				" Attached to outside plating with Angle ..			
" thickness in Engine and Boiler space				SIDE STRINGER Angles			
" Remainder in Holds				" Bulb or Intercostal Plate, for all lng.			
MS, Spar or Awning Dk. Single Angle, }				" Attached to outside plating with Angle			
Bulb Angle, Plate or Tee Bulb. }				Spar, or Awning Dk. Deck Stringer Plates, }			
Angles on upper edge				breadth and thickness			
Average space				" Angle on ditto			
MS, Main Deck, Single Angle, Bulb }				" Tie Plates, fore and aft, outside Hatchways			
Angle, Plate or Tee Bulb..... }				" Diagonal Tie Plates, No. of prs.			
Angles on upper edge				" Deck. * <i>Iron</i> Steel, for all lng.			
Average space				" Wood Deck. Material & thickness <i>plated</i>			
MS, Lower Deck, Single Angle, Bulb }				Main Deck Stringer Plate, breadth & thickness			
Angle, Plate or Tee Bulb				" Angles on ditto, No. <i>2</i>			
Angles on upper edge				" Tie Plates, outside Hatchways			
Average space				" Diagonal Tie Plates, No. of prs.			
MS, Hold, or Orlop, Plate or Tee Bulb ..				" Deck. * <i>Iron</i> Steel, for all lng.			
Angles on upper edge				" Wood Deck. Material & thickness			
Average space				Lower Deck Stringer Plates, br'dth & thckn's			
MS, Poop Deck, Angle, Bulb Angle, Plate }				" Angles on ditto, No.			
or Tee Bulb				" Tie Plates, outside Hatchways			
Angles on upper edge				" Deck. * Material and thickness			
Average space				Hold, or Orlop Stringer Plate, br'dth & thckn's			
MS, Bridge Deck, Angle, Bulb Angle, Plate }				" Angles on ditto, No.			
or Tee Bulb				" Tie Plates, outside Hatchways			
Angles on upper edge				" Deck. Material and thickness			
Average space				Poop Deck Stringer Plate, breadth & thickness			
MS, Forecastle Deck, Angle, Bulb Angle, }				" Angles on ditto.....			
Plate or Tee Bulb				" Tie Plates			
Angles on upper edge				" Deck. Material and thickness <i>plated</i>			
Average space				Bridge Deck Stringer Plate, br'dth & thickness			
PILLARS, In tween Deck, size and spacing				" Angle on ditto			
" Hold				" Tie Plates			
" Quarter, tween Dks., " "				" Deck. Material and thickness <i>plated</i>			
" in Hold				Forecastle Deck Stringer Plate, br'dth & th'kns			
WEB-FRAMES, In Fore Body, No. and spacing				" Angle on ditto			
" brdth. & thickness				" Tie Plates			
" No. of Side Stringers				" Deck. Material and thickness <i>plated</i>			
WEB FRAMES, In E. & B. Space, No. & spacing				BULKHEADS.			
" brdth. & thickness				In Vessel. Per Rule. Thickness.			
WEB FRAMES, In After Body, No. and spacing				Horizontal. Vertical. Spacing			
" brdth. & thickness				Single or Double Frames. Height up.			
" No. of Side Stringers				W. T. BULKHEADS			
" Size of Angles or Tee Bars to Web Frames				PARTITION			
BRACKET PLATES to Stringers between				LONGITUDINAL			
Web Frames, depth and thickness				Are the outside Plates doubled two spaces of Frames in length? <i>Yes as per Rule</i>			

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Rivets.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	16	12	12	36	12	double	6	1	3 1/2	Treble	1	5 1/2	19	2 1/2	9	all.		
GARBOARD OF A Strake	47	12	11	11	47	11	"	5 1/4	3/8	"	"	3/8	"	"	"	"	"		
State actual thickness in way of Double Bottom.	41	11	9	10	41	11	"	"	"	"	"	"	"	"	"	"	"		
B	51	11	9	10	51	11	"	"	"	"	"	"	"	"	"	"	"		
C	40	11	9	10	40	11	"	"	"	"	"	"	"	"	"	"	"		
D	52	12	9	9	52	12	"	"	"	"	"	"	"	"	"	"	"		
E	42	12	9	9	42	12	"	"	"	"	"	"	"	"	"	"	"		
F	51	12	9	9	51	12	"	"	"	"	"	"	"	"	"	"	"		
G	42	11	9	9	42	11	"	"	"	"	"	"	"	"	"	"	"		
H	45	11	9	9	45	11	"	"	"	"	"	"	"	"	"	"	"		
J	40	11	9	9	40	11	"	"	"	"	"	"	"	"	"	"	"		
K	57	13	10	10	57	13	"	"	"	"	"	"	"	"	"	"	"		
L	40	15	10	10	40	15	"	"	"	"	"	"	"	"	"	"	"		
M																			
N																			
O																			
P																			
Q																			
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
Length and thickness of Sheerstrakes increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
Length and thickness of Strake below increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
POOP SIDES increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
BRIDGE SIDES increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
FORECASTLE SIDES increased 3/20 for 3/4 length and double 20 feet at both ends of Bridge																			
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Top and Stringer Plates, Plating, &c. Witham's delivery of materials																			
Material Siemens Martin's Open hearth process																			
Butts, treble riveted for half length amidship.																			
Stringer Plate Straps, single, double or overlapped for all length amidship.																			
Main Stringer Plate Butts, treble riveted for half length amidship.																			
Straps, single, double or overlapped for all length amidship.																			
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?																			
Inner Bottom Plating, riveting of Edges double half length																			
Centre Girder Butts, treble riveted Keelson Butts, double riveted.																			
Frames, riveted through Plates with 7/8 in. Rivets, about 6 apart.																			
Rivets, state whether Iron or Steel Steel.																			
FRAMES extend in one length from Margin Plate to Spar, Bridge, Poop & fore-castle deck																			
REVERSED FRAMES on floors and frames extend from Margin plate to spar deck at every frame, double to main deck in machinery space, under E & B double at every frame (see remark)																			
MASTS, SPARS, &c.																			
Material, Total Length, At Partners, Diameters and T-ickness, No. of Plates in round, ANGLES, Riveting.																			
LOWER MASTS Fore 107, Main 23 1/2, Mizzen 90, 23 1/2, 20 1/2, 19 1/2, 1 1/2, 1 1/2																			
Bowsprit, Topmasts, Yards and Remainder of Spars, Rigging, Material and Size, Shrouds, Sails.																			
EQUIPMENT No. 29819 LETTER T																			
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.																			
1st Bower, 2nd, 3rd, Collecting weight, Stream, Kedge, 2nd Kedge.																			
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.																			
1839, 1840, 1841.																			
HAWERS 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.																			
1839, 1840, 1841.																			

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

M. 1901. 13th Feb. 1st, 1st + 12th March 6th, 17th + 18th Sept.

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 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? *No*

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

General Remarks (State quality of workmanship, &c.) *This is a single even vessel intended for cargo + passenger service, speed to be about 12 1/2 knots. She is constructed of steel in accordance with Lloyd's Rules and according to plan as approved by the Society, she is intended to be classed 100 A1 Spar-Deck.*

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

In No. 2 + 3 tank forward of the Boiler room the centre girder is made water tight. The frames are all 24 inches apart extending to the fore-castle.

The Surveyor should state the Number of Report and Name of any Sister Vessel *Pracovina Rep. No. 692*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36 ft., R.O.D. or Break — ft., Bridge Dk. 38 ft., Fore-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 open at side 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 (Spar-deck sheathed with wood) deep framing*

Official No. —; Signal Letters —

How are the surfaces preserved from oxidation? Inside *Painted + cemented* Outside *painter Anvaria compound*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft.	96	166.10	Fore peak tank.	16	10
Double bottom, forward.	132	226.90	After peak tank.	9	8
Double bottom, under Engines and Boilers.	24	60.80	Midship deep tank.		
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. —

Date —

Order for Ordinary Survey No. —

Date —

No. 66 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

Fees applied for, 14th Nov 1901

Special Survey Fee £ 92.2.0

Travelling Expenses, if any £ 14.6

Received by me, *Robbush*

I am of opinion this Vessel should be Classed *100 A1 Spar-Deck*

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

Committee's Minute

Character assigned *100 A1 Steel*

time 6.02

70

FRID 20 JUN 1902

Builder's Signature (here only) *F. K. K. K.*

Surveyor's Signature *Robbush*

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

to the spar-deck, shade deck & fore-castle, the reverse frame, extend to the spar-deck all fore & aft. Double reverse frames under E & B space of which the alternate ones extend to the main-deck.

The web frames in E & B space are 24" deep and four strong beams are fitted. The web frames being efficiently connected to the side stringers with angle & diamond plates as per Rules and large knees are fitted on the side stringers at their intersection with the bulkhead. Pillars are fitted under the strong beams where practicable. The is fitted 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. Perimeter beams and vertical girders are fitted where required by the Rules.

Beams are fitted on every frame on the spar & main Deck supported by two rows of strong pillars, spaces about 6 frames spaces apart with longitudinal girders at top all as per Midship section and profile approved.

The has 4 cargo hatches all of which together with the engine & Boilers hatches have been specially strengthened at the corners and the deck plating in way of same increased as per plan. The is fitted 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. The is fitted with efficient bilge suction of size & diameter as per Report connected to Donkey pump to each bilge, properly fitted with rose holes at bottom.

The workmanship & finish of the 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 my opinion is quite eligible to receive the class for which she was built. 100A1

Spar-deck

The vessel will be examined in Dry Dock later on & will be reported on form Rpt 8.

J. Russell

Plans relating this vessel sent herewith.

- 1. Midship Section
- 1 Profile Plan
- 1 Deck plan

Stem post, Rudder and arrangement of tanks & capacity in double bottom as per sister ships P. I. Terol & P. I. Bucovina.