

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 22604

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

Port of SUNDERLAND Date of completion of Report 31st January 06 Received at London Office 1st FEB 1906
Survey held at SUNDERLAND Date, First Survey 31st July 1905 Last Survey 31st January 1906
On the STEEL SCREEN STEAMER "SIAM" Rig SCHOONER

TONNAGE under Tonnage Deck

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

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage

Space

Crown of Room

FOR FEES

Room

igation Spaces

OWN OF E.R.

r Tonnage

m Beam

SPAR, ~~TURNING OR PART AWNING~~ DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS + 100-A-1. "STEEL"

FEET.

Half Breadth (moulded)

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

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule)

1st Number

Length on deck from after part of stem to fore part of stern post

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage Port Said

Master N. VALENTIN

Year of Appointment

Built at SUNDERLAND

When built 1906 Launched Dec. 20. 1905

By whom built Messrs. J. L. Thompson & Sons Ltd.

Owners SOCIETA ANONIMA UNGHERESE DI APPARIMENTO MARITTIMO "ORIENTE"

Managers -Do.-

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

Residence Fiume

Port belonging to Fiume

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

GTH on

per Rule

ions of Ship per Register, Length

BREADTH

Moulded

DEPTH, ACTUAL

Top of Floors to top of Spar or Awning Dk. Beams

Main Deck Beams

Top of Floors to top of Spar or Awning Dk. Beams

Main Deck Beams

Feet

Inches

Power of Engines

No. of Decks with flat laid

No. of Tiers of Beams

Round up of Main Dk. Beam, Actual

FRAMING.

IE, Angles, Bars, for $\frac{1}{2}$ length

amidships

for $\frac{1}{2}$ at each end

in way of Double Bottoms at Solid Floors

at intermdt. Bks.

ig of Frames from centre to centre

ERSED FRAME, Angles

P FRAMING, depth of girder

RS, depth and thickness of Floor Plate

at mid-line for $\frac{1}{2}$ length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at $\frac{1}{2}$ the half-bdth. as per Rule

height extended at the Bilges

ORS & BRACKETS, in Cell Dble Bottoms

state if flanged (top & bottom)

spacing

TRE GIRDER, in Double bottom, depth

and thickness

Angles, Top

Bottom

E GIRDERS, number and thickness

state if flanged (top & bottom)

Angles

RGIN PLATE, depth (exclusive of flange)

and thickness

Angles to outside plating

to floors

Height of floors at the Bilges

NER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds

EAMS, Spar or Awning Deck, Single Angle

Bulb Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

EAMS, Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

EAMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Spacing

EAMS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Spacing

EAMS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Spacing

EAMS, Bridge Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Spacing

EAMS, Forecastle Deck, Angle, Bulb Angle

Plate or Tee Bulb

Angles on upper edge

Spacing

PILLARS, In tween Deck, size and spacing

Hold

Quarter, tween Dks.

in Hold

FRAMING.

Inches in Ship

Inches in Ship

Inches in Ship

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FORGINGS AND CASTINGS.

HEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

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

Intercoastal Plate, for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside plating with Angle

BILGE STRINGER Angles

Bulb Plate, for

Intercoastal Plate, for

Attached to outside plating with Angle

2SIDE STRINGER Angles

Bulb or Intercoastal Plate, for

Attached to outside plating with Angle

Spar, or Awning Deck Stringer Plates,

breadth and thickness

Angle on ditto

Tie Plates, fore and aft, outside Hatchways

Diagonal Tie Plates, No. of prs.

Deck * Iron or Steel, for

Wood Deck, Material & thickness

Main Deck Stringer Plate, breadth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates, No. of prs.

Deck, * Iron or Steel, for

Wood Deck, Material & thickness

Lower Deck Stringer Plates, breadth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck, * Material and thickness

Hold, or Orlop Stringer Plate, breadth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck, Material and thickness

Poop Deck Stringer Plate, breadth & thickness

Angles on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

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

INCHES IN SHIP.

INCHES PER RULE.

INCHES IN SHIP.

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INCHES PER RULE.

PLATING. RIVETING. BUTTS.

STRAKES. AS IN SHIP. PER RULE OR AS APPROVED.

EDGES. BUTTS.

FLAT PLATE KEEL. GABBOARD OR A STRAKE.

State actual thickness in way of Double Bottom.

MAIN SHEET.

POOP SIDES.

BRIDGE SIDES.

FORECASTLE SIDES.

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.?

STEEL PLATING - CONSETT, SOUTH DUNHAM. BLACKBURN VAUGHAN.

STEEL ANGLES - CONSETT, PALMER, LANARKSHIRE. FARRINGTON.

IRON PLATES - JOHN HILL & CO.

Has the Steel been tested as required by the Rules? *Yes*.

FRAMES extend in one length from *CENTRE LINE* to *MARGIN PLATE + THENCE TO GUNWALE*.

REVERSED FRAMES on floors and frames extend from *CENTRE LINE TO MARGIN PLATE*.

MASTS, SPARS, &c.

LOWER MASTS.

Topmasts, Yards and Remainder of Spars.

Rigging, Material and Size, Shrouds.

Sails.

EQUIPMENT No. *43950* LETTER *Y*.

ANCHORS.

CHAIN CABLES.

HAWSERS AND WARPS.

Boats *TWO LIFEBOATS. ONE CUTTER AND ONE DINGY.*

Pumps, Number *ONE 1 1/2" DOWNTOWN PUMP WITH 2 1/2" DIA. DIAPHRAGM*.

Windlass is *CLARK'S CHAPMAN & CO.*

Engine Room Skylights. - How constructed? *ON STEEL. DOUBLE CONSTRUCTION.*

What arrangements for deadlights in bad weather? *STEEL FLAPS AND GLASS EYES.*

Coal Bunker Openings. - How constructed? *ON STEEL.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *8 SCUPPERS ON DECK. 4 FREEING PORTS ON DECK. 4 FREEING PORTS ON DECK. 4 FREEING PORTS ON DECK.*

Ceiling in Holds, thickness and material. *2 1/2" IRON.*

Cargo Hatchways. - How formed? *ON STEEL PLATES & ANGLES.*

State size No. 1 Hatch (Forward) *25'0" x 18'0"* No. 2 Hatch *25'0" x 18'0"* No. 3 Hatch *25'0" x 18'0"* No. 4 Hatch *25'0" x 18'0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *4 WEB PLATES TO EACH HATCH. NO FORE & AFTERS.*

Bulwarks, height above deck and description *4 1/2" IRON PLATE.*

The above is a correct description. *JOSEPH L. THOMPSON & SONS, Limited.*

Builder's Signature (here only) *JOSEPH L. THOMPSON & SONS, Limited.*

Surveyor's Signature *J. L. Thompson & Sons, Limited.*

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. July 13 1905, M. Aug 5 1905, M. Dec 16 1905, E. Sept 20 1905, M. Oct 17 1905.

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 facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *None*

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes* State results of tests *SATISFACTORY*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *SATISFACTORY*

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 OTHERWISE IN ACCORDANCE WITH THE RULES FOR THE CONTEMPLATED CLASS.*

THE MATERIALS AND WORKMANSHIP ARE GOOD

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

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop *37'5" ft.*, R.Q.D. or Break *✓* ft., Bridge Dk *22'9" ft.*, F'castles *33'50" 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 ON STEEL AND SHIP DECK (AT STEEL PLATE) AND DECK PLATING.*

Official No. *✓*; Signal Letters.

How are the surfaces preserved from oxidation? Inside *PORTLAND CEMENT AND PAINT* Outside *PAINT*

PARTICULARS OF WATER BALLAST. - State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	129.17	397	Fore peak tank,	✓	✓
Double bottom, under Engines and Boilers,	47.92	185	After peak tank,	✓	47
Double bottom, if under Engines only,	✓	✓	Deep tank aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank forward, or Bulwark Tank &c.	33.33	840
Double bottom, forward,	170.83	588	Other tanks, if fitted,	✓	✓
Total capacity		1170	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. *587*

Date *11-7-05*

No. *437* in builder's yard.

DATES OF SURVEYS held while building

1905. July. 24, 25, 27, 28. Aug. 11, 12, 16, 17. Sept. 7, 11, 12, 21, 25. Oct. 2, 3, 4, 5, 9, 10, 11, 12, 18, 27, 30, 31. Nov. 1, 4, 16, 18, 27, 30. Dec. 2, 4, 5, 6, 7, 8, 9, 12, 14, 15, 16, 18, 20, 28, 29 - 06 - Jan. 4, 5, 8, 10, 11, 12, 13, 16, 19, 23, 24, 27, 29, 30, 31.

will be

The amount of Entry Fee *£ 5 : 0 : 0*

Special *£ 136 : 12 : 0*

Travelling Expenses, if any *£ : : 1 : 2 : 19*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A.1. SHIP DECK. L.A. & C.P.*

With or without Freeboard, as condition of Class

Committee's Minute *FRI. 2 FEB 1906*

Character assigned *100 A.1. SHIP DECK. L.A. & C.P.*

Lloyd's at 6.0

+ Lm 6.1.06

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