

3 Decks.

## IRON OR STEEL STEAMER.

Received at London Office

MUN. AUG 26 1901

328

Date of completion of report *20<sup>th</sup> August 1901* State if Report is also sent on the Machinery of the Vessel *Yes*  
Survey held at *Trieste* Port of *Trieste* No. *652*  
On the *Steamer Austria* Date, First Survey *19<sup>th</sup> July 1900* Last Survey *20<sup>th</sup> August 1901*  
Rig *Two pole masts.*  
Master *C. Fellner.*  
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 *1901* Launched *4<sup>th</sup> May.*  
By whom built *Lloyd's Arsenal.*  
Owners *Lloyd Austriaco.*  
Managers *Sts.*  
Residence *Trieste*  
Port belonging to *Trieste*  
If Surveyed while Building, Afloat, or in Dry Dock while building.

TONNAGE under Tonnage Deck... *4950.92*  
Do. between Tonnage Dk. and 3rd and 4th Dk. *1292.54*  
Total under Upper Dk. *6243.51*  
Do. of Poop *228.29*  
Do. of Bridge House *424.69*  
Do. of Forecastle *102.81*  
Do. of Houses on Dk. *20.02*  
Do. of excess of Hatchways *12.92*  
Do. above Crown of Engine Room... *2582.29*  
Gross Tonnage *220.52*  
Net Tonnage *2362.22*  
Spaces *59.66*  
Age *4829.42*

THREE DECKED VESSEL.  
CLASS *+100A1*  
Half Breadth (moulded) *28*  
Depth from upper part of Keel to top of Upper Deck Beams *34.26*  
Girth of Half Midship Frame (as per Rule) *52.10*  
deduct 7 feet. *2*  
1st Number *112.85*  
Length on deck from after part of stem to fore part of stern post *451.33*  
2nd Number *50932.68*  
Proportions—Breadth to Length *6.023*  
Depth to Length—Upper Deck to top of Keel *12.98*  
Main Deck ditto *16.80*  
Destined Voyage *China*

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
451	4	Moulded	56	-	Top of Floors to top of Upper Dk. Beams	34	26	Three
					Do. do. do. do. Main Dk. Beams	22	2	

per Register, Length *451.33* breadth *56* depth *34.9* Moulded depth, ft. *33* ins. *2* To Upper Dk. Round of Upper Dk. Beam, Actual *14* ins.

FRAMING.	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	20ths in Ship	Inches per Rule Or as Approved	20ths in Ship	Inches per Rule Or as Approved
Bars for $\frac{3}{4}$ length	6 1/2	3 1/2	10	6 1/2	3 1/2	10			
each end	6 1/2	3 1/2	9	6 1/2	3 1/2	9			
Double Bottoms at Solid Floors	3 1/2	3 1/2	10	3 1/2	3 1/2	10			
at intermdt. Bkts.	-	-	-	-	-	-			
frames from moulding edge to	26	-	-	26	-	-			
se, all fore and aft	4 1/2	4	10	4 1/2	4	10			
FRAME, Angles	51	9	51	9					
ING, depth of girder	51	9	51	9					
th and thickness of Floor Plate	11	12	11	12					
line for $\frac{3}{4}$ length amidships	8		8						
of Engines and Boilers	as per approved plan								
at the ends of vessel	26		26						
the half breadth, as per Rule	51	12	11	51	12	11			
extended at the Bilges	4	4	10	4	4	10			
Cell Dble Bottoms	26		26						
Distance apart	51	12	11	51	12	11			
DER, in Double bottom, depth	4	4	10	4	4	10			
ickness	4 1/2	4 1/2	12	4 1/2	4 1/2	12			
Angles, Top	2	3 1/2	10	3 1/2	3 1/2	10			
Angles	40	11	40	11					
TE, depth (exclusive of flange)	4	4	10	4	4	10			
ickness	36	12	36	12					
Angles to Outside Plating	11	12	11	12					
OM PLATING, breadth and	9 1/2		9 1/2						
ickness of Middle Line Strake	11	3 1/4	9	13	11	3 1/4	9	13	
in Engine and Boiler space	alternate frame								
Remainder in Holds	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
r Deck, Single Angle Bulb	alternate frame								
e, Plate or Tee Bulb	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
s on upper edge	alternate frame								
ge space	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
le Deck, Single Angle Bulb	alternate frame								
e, Plate or Tee Bulb	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
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s on upper edge	alternate frame								
ge space	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
or Orlop, Plate or Tee Bulb	alternate frame								
on upper edge	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
ge space	12	4 1/2	11	12	4 1/2	11	12	4 1/2	11
Deck, Angle, Bulb Angle Plate	10 1/4	3 1/2	9	12	10 1/4	3 1/2	9	12	
Bulb	alternate frame								
on upper edge	10 1/4	3 1/2	9	12	10 1/4	3 1/2	9	12	
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Deck, Angle, Bulb Angle Plate	10 1/4	3 1/2	9	12	10 1/4	3 1/2	9	12	
Bulb	alternate frame								



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.		Rivets.	Spacing or to cr.	Breadth.	Thick-ness.	If LAPPED.	Breadth.	For what Length.	Feet.
	Breadth.	Thickness.	Thickness.	Thickness.	Thickness.	Thickness.													
FLAT PLATE KEEL.....	36	3/16	1/2	1/2	3/16	3/16	Double	6	1 1/2	5 1/2	treble	1 1/2	3 1/2	30	10 1/2	-	-	-	-
(If Bar Keel, state Riveting)																			
GARBOARD OR A Strake ..	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	4 1/2	"	1 1/2	3 1/2	30	9	-	-	-	-
State actual thickness in way of Double Bottom.																			
B "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
C "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
D "	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
E "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
F "	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
G "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
H "	52	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
J "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
K "	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
L "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
M "	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
N "	46	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
O "	54	3/16	1/2	1/2	3/16	3/16	"	6-5/8	1	"	"	"	"	"	"	"	"	"	"
Sheerstrake P "	46	3/16	1/2	1/2	3/16	3/16	"	6	1	"	"	"	3 1/2	19	10	-	-	-	-
Q "																			
R "																			
DOUBLING OF Flat Plate Keel	Keel plate & garb. Strake increased as above.									treble	1/2	35 1/2	16 1/4	10	-	-	-	-	-
Length and thickness of Bilges	14 by 1 1/2	3/16																	
Thickness of Strake below																			
POOP SIDES	50	3/16					single	3	3/4	4		1/2	2 1/2	9 1/2	30	-	-	-	-
BRIDGE SIDES							"	3	3/4	4		1/2	2 1/2	9 1/2	30	-	-	-	-
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 Company of Scotland, Glasgow, Glasgow & W. R. Smith Steel Works, Glasgow, Glasgow & W. R. Smith Steel Works, Glasgow.*

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

Upper Deck Butts, treble riveted for *half* length amidship.  
Stringer Plate Butts, single, double or overlapped for *all* length amidship.  
Middle Deck Butts, treble riveted for *all* length amidship.  
Stringer Plate Butts, single, double or overlapped for *all* length amidship.  
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *both*  
Inner Bottom Plating, riveting of Edges *double* Butts *double*  
Centre Girders Butts, *treble* riveted *Keelson Butts*, riveted.  
Frames, riveted through Plates with *48* in. Rivets, about *6* apart.  
Rivets, state whether Iron or Steel. *Steel*

FRAMES extend in one length from *margin plate* to *Upper, Forecastle, Bridge & poop stringer plate*  
REVERSED FRAMES on floors and frames extend from *margin plate* to *Upper, Forecastle, Bridge & poop stringer plate*

MASTS, SPARS, &c.									
LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	Angles.	Riveting.	Butts.
			At Partners.	Heel.	Hoists.				
Fore .....	<i>Steel</i>	<i>112'</i>	<i>2 1/2"</i>	<i>2 1/2"</i>	<i>2 1/2"</i>	<i>none</i>	<i>none</i>	<i>Scamper butts all length.</i>	
Mizen .....									
Bowsprit									
Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds									
Sails, The fore & aft.									

EQUIPMENT No. 57360 LETTER B T.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.		
1st Bower ..									
2nd ..									
3rd ..									
4th ..									
Collective weight.									
1102 Stream .....		19	3	25	5	0	19	20	18
1145 Kedge .....		10	3	24	2	3	16	15	9

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
				Supplied.	Per Table 22.				
1685	150	2 1/2"	10.10	440.6	13	150	2 1/2"		
1752	150	2 1/2"	10.10	440.6	13	150	2 1/2"		
1685	150	2 1/2"	10.10	440.6	13	150	2 1/2"		
Iron Stream Chain or Steel Wire ..	120	1 1/2"	31.	1000.2	106.0	120	1 1/2"		

Boats *14* scumblers lifeboats *33* x *8* x *35* and *4* boats *26* x *4* x *35*  
Pumps, Number *11* ordinary hand pumps Diameter of Barrel *6"* State whether they are in efficient working order *yes*  
Windlass is *Capstan* Brothers of Glasgow *Verb. Pipes* Capstan *etc.*  
Engine Room Skylights. How constructed? *Iron scumblers brought up to the Deck Head and steel covers.*  
What arrangements for daylight in bad weather? *Strong glasses*  
Coal Bunker Openings. How constructed? *Boards* How are lids secured? *covered with iron* Height above deck? *20"*  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *11* each side *18* x *28*, Scuppers *8* each side *4* x *12* inches for the  
Ceiling in Holds, thickness and material *3"* wood on battens *2"* Ceiling 'tween Decks, thickness and material *2"*  
Cargo Hatchways. How formed? *as on approved plan* Hatches, If strong and efficient? *yes*  
State size No. *4* Hatch (Forward) *12* x *15* No. *3* Hatch *24* x *15* No. *4* Hatch *21* x *15* No. *5* Hatch *14* x *14* x *5*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *3* fore & after on each hatch, *1* under *20"* one  
Web Plates above *20* in. *1* under *20"* one No. of Breasthooks *3* No. of Crutches *6* x *1* x *1* x *3*  
Bulwarks, height above deck and description *3* x *4* on approved plan Main Rail, material and size *6* x *1* x *1* x *3*  
The above is a correct description. *for the manager* Surveyor's Signature *Robt. Durie*  
Builder's Signature (there only) *E. G. Longo ship builder* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
*M. 21<sup>st</sup> Dec. 99. 10<sup>th</sup> 22<sup>nd</sup> Jan. 21<sup>st</sup> Aug. 22<sup>nd</sup> Dec. 1900 2<sup>nd</sup> 15<sup>th</sup> March 1901*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*  
Is the riveted work properly closed? *yes* Do the holes for riveting plate to frames, butt straps, or plate  
Are the liners between the frames and plates solid single pieces? *yes* Are the rivet holes well and sufficiently countersunk in the plate and punched  
to plate, &c., conform well to each other? *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*  
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 is a vessel constructed under the three deck Rule with three decks laid. Having a double bottom carried as far forward and aft as practicable, constructed under the cellular principle with floors on every frame and two intermediate girders increased to four under the engines.*  
*The frames are spaced 26 inches apart with reverse frame for half length extending from margin plate to upper deck beam on every frame & alternately to the bridge deck in way of bridges. Beyond half length reverse frame to main deck and alternately to the upper deck. Every second reverse frame to fore-castle deck in way of fore-castle and all to the upper deck abaft after peak bulkhead as per Rules.*  
*In Engine & Boiler space double reverse frame extending from margin plate to second stringer also double on the floor from margin plate to margin plate.*  
*The double bottom in hold No. 2 & 3 has been longitudinally divided with*  
*The Surveyor should state the Number of Report and Name of any Sister Vessel. none.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *55* ft., R.Q.D. or Break *ft.*, Bridge Dk. *29* ft., Fore-castle *53* 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) *Three decks steel, 3 tiers of beams wood Deck under F.B. & P. wood plating.*  
Official No. *;* Signal Letters *;*  
How are the surfaces preserved from oxidation? Inside *Painted & cemented* Outside *Painted (Kauri's Compound)*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors <i>yes, see general remarks.</i>									
Where fitted.			Length.	Water Capacity.	Where fitted.			Length.	Water Capacity.
			Feet.	Tons.				Feet.	Tons.
Double bottom, aft, <i>from frame 13 to 56</i>			<i>22.6</i>	<i>256.6</i>	Fore peak tank, <i>from frame 139 to 219</i>			<i>22</i>	<i>30</i>
Double bottom, under Engines and Boilers,			<i>65.0</i>	<i>338.0</i>	After peak tank, <i>4 to 11</i>			<i>11.9</i>	<i>35</i>
Double bottom, <i>forward for carrying oil</i>			<i>19.6</i>	<i>125.0</i>	Midship deep tank,				
Double bottom, if under Engines only,			<i>108.4</i>	<i>430.4</i>	Other tanks, if fitted,				
Double bottom, if under Boilers only,					(If necessary, furnish further information by sketch.) <i>sketch sent herewith</i>				
Double bottom, forward, <i>for water ballast</i>			<i>84.6</i>	<i>249.0</i>	State whether the above have been tested as required by the Rules <i>yes &amp; above.</i>				
<i>° The wells are not to be included in the lengths of the tanks.</i>									

Order for Special Survey No. *19<sup>th</sup> July 1900 first visit, since this date, one visit & three visit every week as required.*  
Date *19<sup>th</sup> July 1900*  
No. *62* in builder's yard  
Total No. of Visits *3*

The amount of Entry Fee *£ 5:0:0* Fees applied for, *20<sup>th</sup> Aug 1901*  
Special Survey Fee *£ 20:3:0* Received by me, *Robt. Durie*  
Travelling Expenses, if any *£ 1:10:0*  
State whether the Vessel has been built under Special Survey *yes.*  
I am of opinion this Vessel should be Classed *+100 AI*  
With, or without Freeboard, as condition of Class *under +100 AI*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. AUG 27 1901*  
Character assigned *100A - Steel*  
*+2mc 6pl 7D*  
*Write Type.*

FRI. MAR 7 1902  
Lloyd's Register Foundation



an oil tight division and the tanks in these spaces have been specially built as per instruction received from London, with a view of carrying oil fuel at some future period should it be considered advisable to arrange the Boilers to burn such.

The inner bottom at forward end has been strengthened by two additional intercostals & the outside plating next the garboard strake has the midship thickness carried forward to the collision bulkhead, & in other respects theicular No 1012 has been complied with.

She has 7 watertight bulkheads, all carried to the upper deck and stiffened with horizontal & vertical stiffeners as required by the Rules with box beams & vertical girders and brackets to double bottom at vertical stiffeners.

The engine & Boiler Room is strengthened by strong through beams fitted as per plans, with pillars where practicable & web frames 3 frames spaces apart, carried to the upper deck. The side stringer are increased to the same depth as the web frames, with strong knees at the bulkheads & diamond plates on the web frames gusset plates are also fitted at every web frame & at every four frames outside E. & B. Room attached to double angle bars riveted to tail pieces.

Vessel has one complete row of pillars at centre on every beam & quarter pillars, for three-quarter length amidships.

She is fitted with 6 cargo hatches which are all specially strengthened at the corners and the deck plating in way of same increased in scantling. She is fitted with steam winches, steam steering gear, all of approved type & suitable for the work for which they are intended.

Engines & Boilers have been supplied of sufficient power to drive the vessel at the speed of 11 knots and the coefficient of displacement of the vessel when fully laden is 0.798.

All the material used in the construction of the hull of the vessel has been supplied by approved steel works & has all been tested by the Society Surveyors & according to the Rules.

The workmanship & finish of the vessel is of a high class character, she has been constructed in accordance with the approved plans and all the details comply with the Regulations of Lloyd's Register & the vessel in our opinion is quite eligible to receive the class for which she was built  $\times 100A1$  three deck.

Robt Dunsick Chas Floris



Order 20th August 1901