

With or Without  
Disconnected Erections.

STEEL STEAMER.

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

WRECK

8187 01

Received at London Office

FR. OCT 18 1912

Date of completion of report  
Survey held at

Port of NEWCASTLE-ON-TYNE  
Date, First Survey 7 Feb. 1912

No. 63138  
Last Survey 12 October 1912  
Rig Schooner

On the (State if Single, Twin, or Triple Screw)

S.S. "KARPAT"

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk. (Shank to)

Total under Upper Dk. A. Reel 54

Do. of Poop 27.08

Do. of R. O. Dk. Chart house 3.98

Do. of Bridge House 10.40

Do. of Forecastle 79.17

Do. of Houses on Dk. 97.24

Do. of excess of Hatchways 26.54

Do. above Crown of Engine Room 63.46

Gross Tonnage 4291.59

Less Crew Space 114.72

1. above Crown of Engine Room 63.46

TONNAGE FOR FEES 4113.41

Room 1373.21

ation Spaces 51.93

allot space 76.58

Tonnage 2675.05

CLASS 100 A.1

FEET.

Breadth (greatest moulded) 53.0

Depth, at middle of length from top of keel to top of upper deck beams at side 26.92

Transverse Number 79.92

Length on deck from fore part of stem to after part of stern post 378

Longitudinal Number 30209

Depth "d," at middle of length (See Secs. 2 & 13) 23.66

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 14.84

" " Long Bridge Deck Beam at side to top of keel 10.98

Master

Year of appointment

(1) As Master in service of owner of present vessel—1911  
(2) As Master of this vessel—1912

Built at Newcastle on Tyne

When built 1912 Launched 29 August 1912

By whom built Cobden & Co.

Owners Hungarian Levant S.S. Co. Ltd.

Managers

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

Residence Fiume

Port belonging to Fiume

and

If Surveyed while Building, Afloat, or in Dry Dock

CH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	378	0	Moulded	53	0	Do. do. do. do.	Second Dk. Beams	24	6	one
Moulded depth, ft. 34 ins. 5 To Bridge Dk. Round of Upper 13 ins.										No. of Tiers of Beams one & part 2
Moulded depth, ft. 26 ins. 11 To Upper Dk. Dk. Beam, Actual										

FRAMING.						PILLARS.					
IE, Angles, or E or L Bars amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches Spacing in Ship.	Inches per Rule Or as Approved.	Inches per Rule	Inches per Rule
in peaks	10	3 1/2	56	10	3 1/2	" " Hold 5 1/2 Channel	27 1/2	51	27 1/2	51	
in way of Double Bottoms at Solid Floors	7	3 1/2	42	7	3 1/2	" " Quarter 'tween Dks., 5 1/2 Channel	7 x 3 1/2 x 3 1/2 x 60		7 x 3 1/2 x 3 1/2 x 60		
" " " at intermdt. Bkts.	6 1/2	3 1/2	44	6 1/2	3 1/2	" " in Hold	7 x 3 1/2 x 3 1/2 x 60		7 x 3 1/2 x 3 1/2 x 60		
ng of Frames from centre to centre amidships	25 1/2			25 1/2							
" " length to Collision bulkhead	25 1/2			25 1/2							
" " " in peaks	24			24							
ERSED FRAME, Angles	5	5	60	5	5						
o. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2						
" " " at intermdt. Bkts.	6 1/2	3	40	6 1/2	3						
AMING, depth of girder	10			10							
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships											
" " in way of Engine and Boiler Spaces											
" " thickness at the ends of vessel											
" " depth at 1/2 the half breadth, as per Rule											
" " height extended at the Bilges											
DOORS in Cell. Double Bottoms	40			40							
" " state if flanged (top & bottom)	710										
" " Spacing of Solid floors	51 x 25 1/2			51 x 25 1/2							
ENTRE GIRDER, in Dbl. bottom, dpth. & thckness	42	50	42	50							
" " Angles, Top	4 1/2	4 1/2	60	4 1/2	4 1/2						
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2						
" " to Floors	5	5	56	5	5						
" " Brackets at intermdt. frmg., wdth & thckness	42	40	42	40							
IDE GIRDERS, number on each side & thickness	Two	38	Two	38							
" " state if flanged (top and bottom)	710										
" " Angles (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2						
" " to Floors	flanged 3"	flanged 3"									
MARGIN PLATE, depth (exclusive of flange) and thickness	35	46	35	46							
" " Angles to Outside Plating	3 1/2	3 1/2	46	3 1/2	3 1/2						
" " Floors	3 1/2	3 1/2	40	3 1/2	3 1/2						
" " Brackets at intermdt. frmg., wdth & thckness	42	40	42	40							
" " Height of Outside Brackets above at bilge	39		39								
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	50	42	50							
" " in Engine and Boiler space	48 x 56	48 x 56									
" " Remainder in Holds	40	6	34	40	6						
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	52	9	3 1/2						
" " In way of Long Bridge	9	3 1/2	56	9	3 1/2						
" " Spacing	25 1/2			25 1/2							
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	12 x 3 1/2 x 3 1/2 x 60	12 x 3 1/2 x 3 1/2 x 60									
" " Spacing	3 1/2	3 1/2	68	3 1/2	3 1/2						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	40	7	3						
" " Angles on upper edge											
" " Spacing	25 1/2	24	25 1/2	24							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	50	8 1/2	3						
" " Angles on upper edge											
" " Spacing	25 1/2			25 1/2							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	68	9	3 1/2						
" " Angles on upper edge											
" " Spacing	51 x 48		51 x 48								
* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.											



[illegible]

EQUIPMENT No. <i>32192</i> -				LETTER <i>7C</i>				ANCHORS.				TONNAGE U.DK. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT TABLED BY REQUIRE 31.			Description of Anchor.	Makers.	Where and when tested and Superintending.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
<i>21305</i>	1st Bower ...	<i>56</i>		<i>14</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>46</i>	<i>4</i>	<i>2</i>	<i>21</i>	<i>56</i>	<i>1</i>	<i>0</i>	<i>✓</i>	<i>Stocklen</i>	<i>Wt. 1/2 ton to 2 1/2 Low Walker 5/1/12 a Green</i>
<i>21306</i>	2nd " ...	<i>56</i>	<i>1</i>	<i>14</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>46</i>	<i>4</i>	<i>2</i>	<i>21</i>	<i>56</i>	<i>1</i>	<i>0</i>	<i>✓</i>	<i>"</i>	<i>" " " "</i>
<i>21304</i>	3rd " ...	<i>47</i>	<i>2</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>40</i>	<i>19</i>	<i>1</i>	<i>14</i>	<i>47</i>	<i>2</i>	<i>0</i>	<i>✓</i>	<i>"</i>	<i>" 4/7/12 "</i>
	4th " ...																
	Collective weight.	<i>160</i>	<i>1</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>					<i>160</i>	<i>0</i>	<i>0</i>	<i>✓</i>		
<i>21269</i>	Stream .....	<i>15</i>	<i>1</i>	<i>0</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>16</i>	<i>14</i>	<i>1</i>	<i>14</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>✓</i>	<i>Common</i>	<i>S. Taylor &amp; Sons Low Walker 2/5/12 a Green</i>
<i>21270</i>	Kedre .....	<i>6</i>	<i>2</i>	<i>7</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>8</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>6</i>	<i>2</i>	<i>0</i>	<i>✓</i>	<i>"</i>	<i>" " " "</i>

CHAIN CABLES.												HAWSERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size per Table.		Breaking Test of Steel Wire Towline.		Length and Size per Table.	
	Length.	Diam.	Stand- ard.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.	Length.	Cir.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.							Fathoms.	Ins.	Tons.	Fathoms.	Ins.	Tons.
11845	270	2 1/2	8 1/4	14 3/4	617-2-17	608-2-14	270	2 1/2	Hindloch & Taylor River Low Walker 24/5/12					TOWLINE	120	4 1/2	39	120	4 1/2	39
									84 Mth.					HAWSERS & WARPS	(4) 90	7	manilla	(4) 90	7	
Isom. Stream ) Chain—(or Steel Wire )	90	4 1/2	39				90	4 1/2						"	"	"	"	"	"	"

Boats *Good* Steering Gear, Steam *Good* Steering Gear, Hand *Good*  
Pumps, Number *Recounted* *One ordinary hand pump* Diameter of Barrel *5 1/2* *4* State whether they are in efficient working order *Yes*  
Windlass is *Steam* Capstan *✓*  
Engine Room Skylights.—How constructed? *Flat plates & gyles* What arrangements for deadlights in bad weather? *Glass ball's eyes & flat plates*  
Coal Bunker Openings.—How constructed? *B. A. Coaming's* How are lids secured? *Patent wedges* Height above deck? *9"*  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *6 scuppers & freeing ports 30" x 21" each side*  
Ceiling in Holds, thickness and material *2 1/2" Pine* Cargo Battens, thickness and material *2" Pine*  
Cargo Hatchways.—How formed? *Slut plates & gyles* Hatches, If strong and efficient? *Yes*  
State size *No. 1 Hatches* (forward) *28-6 x 22-0* *No. 2 Hatches* *25-6 x 22-0* *No. 3 Hatch* *19-12 x 22-0* *No. 4 Hatch* *9-7 1/2 x 22-0*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *4 webs 6 nos 1, 2, 5 & 6 balchen, 3 webs to nos 3 hatch and 1 web to nos 4 hatch no fore & afters*  
Bulwarks, height above deck and description *54 x 30 slut plates* Main Rail, material and size *6 x 3 x 40 B. A.*  
The foregoing is a correct description.  
Builder's Signature (here only) *William Osborn* Surveyor's Signature *P. S. Laws.*  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*

**Correspondence.**—State dates and initials of letters respecting this case (*Reference should be made in any correspondences connected with the case*).  
M 21-12-11 F 20-3-12.

**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 the plating? *very few*

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

Have all the inner and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes.* State results of tests *Painted and tested*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *satisfactory*

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plan herewith enclosed. The Secretary's letter is returned in conformity with the Rules. The material and workmanship throughout are good.

The Surveyor should state the Number of Report and Name of any Sister Vessel, *St. Augustin Boherzegno* *Inv Rpt no 60010.*

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, **OCT 15 1992**

Special Survey Fee... £127: 16: 6. Received by me. *[Signature]* Certificate to be sent to *[Signature]* Date of issue 18/10/23  
Travelling Expenses of my £ : : *[Signature]* OCT 17 1912 NEWCASTLE ON T.

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

I am of opinion this Vessel should be Classed +100A1  
With, or without Freeboard, as condition of Class without

Committee's Minute

Character assigned 10001

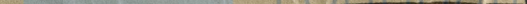
Lloyd A.D.P. + L.M.B. 10.12

to write to

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... Lloyd's Re



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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.0 ft., R.Q.D. ☒ ft., Bridge 229.5 ft., Forecastle 41.5 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) 1 Plk (pt. Stl + pt. Iron), 2 G beams in Nos 1 and 4 holds.

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

State if Machinery is fitted aft amidships

How are the surfaces preserved from oxidation? Inside Paint + cement

Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>131'-9"</u>	<u>340</u>	Fore peak tank,	<u>23'-6"</u>	<u>151</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>18'-0"</u>	<u>108</u>
Double bottom, if under Engines only,	<u>17'-0"</u>	<u>65</u>	Deep tank, aft, <u>amidships</u>	<u>25'-6"</u>	<u>908</u>
Double bottom, if under Boilers only, <u>(dry tank)</u>			Deep tank, forward,		
Double bottom, forward,	<u>137'-0"</u>	<u>519</u>	Other tanks, if fitted, <u>FW Tank in Octa</u>	<u>4'-3"</u>	<u>17</u>
Total capacity of double bottom		<u>954</u>	(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. 4335

Date 28.12.1911

No. 180 in builder's yard.

DATES OF SURVEYS held while building

1912  
Feb. 7. 9. 13. 15. 16. 21. 23. 27. 28. Mar. 1. 6. 7. 13. 15. 18. 20. 21. 25. 27. 28. Apr. 3. 11. 15. 16. 17. 19. 22. 24. 25.  
26. 29. 30. May. 1. 2. 3. 6. 8. 10. 13. 14. 15. 16. 17. 22. 23. 24. 29. 30. 31. Jun. 4. 5. 7. 10. 11. 12. 13. 15. 18. 19. 20. 21.  
22. Jul. 1. 2. 3. 5. 6. 9. 11. 15. 16. 18. 23. 24. 25. 29. 30. Aug. 1. 7. 12. 13. 15. 16. 20. 22. 29. Sep. 6. 12. 24.  
Oct. 1. 2. 3. 7. 8. 9. 10. 11. 12.

Total No. of Visits 98

Surveyor's Signature P. C. Laws

Lloyd's Register  
Foundation