

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 12785

Port of Greenock

Date of completion of Report 4th Sept 1900

Received at London Office

TUES. 11 SEP 1900

Way held at Port Glasgow & in the Steel Screw Steamer

Date, First Survey 14th August 1899Last Survey 27th August 1900

"EMILIA"

Schooner Rig 2 masts

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

Total under Upper Dk. 3309.85

Do. of Poop 52.81

Do. of Bridge House 2.12

Do. of Forecasts 54.83

Do. of Houses on Deck 65.12

Do. of excess of Hatchways 31.36

Do. above Crown of Engine Room 89.03

Gross Tonnage 3604.32

Crew Space 72.60

Do. above Crown of Engine Room 89.03

Tonnage for Fees 3442.69

Engine Room 1153.38

Navigation Spaces 31.51

1184.89

Master Tonnage 2346.83

Net on Beam

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

CLASS 100A1 Spar OR

FEET.

Half Breadth (moulded) 22.90

Depth from upper part of keel to top of Main Deck Beams 21.42

Girth of Half Midship Frame (as per Rule) 40.66

1st Number 84.98

Length 337.6

2nd Number 28689

Proportions—Breadths to Length 7.37

Depths to Length—Main Deck to top of Keel 15.76

Destined Voyage Lake (via) Hamburg

Master Pio Francis

Year of Appointment (1) As Master in service of owner of present vessel—1895 (2) As Master of this vessel—1895

Built at Port Glasgow

When built 1900

Launched 23 July 1900

By whom built Russell & Co.

Owners Frakelli Cosulich.

Managers

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

Residence Trieste

Port belonging to Trieste

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck 337 7 BREADTH Moulded 45 9 1/2 DEPTH, top of Floors to Spar or Awn. Dk. Beams 25 10 1/2 Power of Engines 20 To Main Dk. Round up of Beam, Main Dk. 10 1/2 ins.

Dimensions of Ship per Register, Length 338.0 breadth 46.0 depth 25.75 Spar or Awn. Dk. Moulded depth, ft 20 ins. 6 To Main Dk. Round up of Beam, Main Dk. 10 1/2 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches per Rule.	Inches per Rule.
NAME, Angles, or Bars, for 1/2 length amidships	5 3/2	8	5 3/2	KEEL, Bar or Side Plates, depth and thickness	11 x 2 3/4	10 1/2 x 2 3/4	
Do. for 1/2 at each end	5 3/2	7	5 3/2	STEM, moulding and thickness	11 x 6	11 x 6	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8 3/2	STERN-POST for Rudder do. do.	11 x 6	11 x 6	
" " " at intermdt. Blks.	24		24	" " for Propeller	11 x 6	11 x 6	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24	MAIN PIECE of Rudder, diameter at head	9 3/4	9 3/4	
VERSED FRAME, Angles	6 3/2	8 3/2	6 3/2	do. at heel	6 3/4	6 3/4	
EP FRAMING, depth of girder	6 3/2	8 3/2	6 3/2	RUDDER, how constructed	Forged Single plate		
BOSS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	all parts increased 1/2			Can the Rudder be unshipped afloat?	Yes		
" " in way of Engines and Boilers	all parts increased 1/2			KEELSONS AND STRINGERS.			
" " thickness at the ends of vessel	all parts increased 1/2			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" " depth at 1/2 the half bath, as per Rule	all parts increased 1/2			" " Rider Plate			
" " height extended at the Bilges	all parts increased 1/2			" " Bulb Plate to Intercoastal Keelson			
DOORS & BRACKETS, in Cell Dble Bottoms	8		8	" " Horizontal Plates on Floors			
" " Distance apart	24		24	" " Angles			
THE GIRDER, in Double bottom, depth and thickness	4 1/2	11	4 1/2	SIDE KEELSON, Angles			
" " Angles, Top	4	4	9	" " Bulb or Plate above floors, for length			
" " " Bottom	4 1/2	4 1/2	10	" " Intercoastal Plate, for length			
E GIRDERS, number and thickness	2 1/2	8	2 1/2	" " Attached to outside plating with Angle			
" " Angles	3 1/2	3 1/2	8	BILGE KEELSON, Angles	6 1/2	4	8
GIN PLATE, depth (exclusive of flange) and thickness	28	8	28	" " Bulb or Plate above floors, for length			
" " Angles	4	4	9	" " Intercoastal Plate, for length			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	56	10 1/2	56	" " Attached to outside plating with Angle			
" " thickness in Engine and Boiler space	10 1/2		10 1/2	BILGE STRINGER Angles	6 1/2	4	12 1/2
MS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	8 7/8	9	" " Bulb Plate, for length	6 1/2	4	12 1/2
Angles on upper edge	3 1/2	3	7 3/2	" " Intercoastal Plate, for length	6 1/2	4	12 1/2
Average space	48		48	" " Attached to outside plating with Angle	7 3/2	9 8	7 3/2
MS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	10 1/2	11	SIDE STRINGER Angles	6 1/2	4	12 1/2
Angles on upper edge	3 1/2	3 1/2	8 3/2	" " Bulb or Intercoastal Plate, for length	6 1/2	4	12 1/2
Average space	48		48	" " Attached to outside plating with Angle	7 3/2	9 8	7 3/2
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	8 7/8	9	Spar, or Awning Deck Stringer Plates, breadth and thickness	53	11	53
Angles on upper edge	3 1/2	3	7 3/2	" " Angle on ditto	4 x 4 x 9 8	4 x 4 x 9 8	
Average space	48		48	" " Tie Plates, fore and aft, outside Hatchways	4 x 4 x 9 8	4 x 4 x 9 8	
MS, Hold, or Orlop, Plate or Tee Bulb	9	8 7/8	9	" " Diagonal Tie Plates, No. of prs.	867	867	
Angles on upper edge	3 1/2	3	7 3/2	" " Deck, * Iron or Steel, for whole lng.	867	867	
Average space	48		48	" " Wood Deck, Material and thickness	867	867	
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	Main Deck Stringer Plate, breadth & thickness	53	10	53
Angles on upper edge	3 1/2	3	7 3/2	" " Angles on ditto, No. 2	4 x 4 x 9 8	4 x 4 x 9 8	
Average space	48		48	" " Tie Plates, outside Hatchways	4 x 4 x 9 8	4 x 4 x 9 8	
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	9	" " Diagonal Tie Plates, No. of prs.	867	867	
Angles on upper edge	3 1/2	3	7 3/2	" " Deck, * Iron or Steel, for whole lng.	867	867	
Average space	48		48	" " Wood Deck, Material and thickness	867	867	
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	11	Lower Deck Stringer Plates, breadth & thickness	30	7	30
Angles on upper edge	3 1/2	3	7 3/2	" " Angles on ditto	3 x 3 x 7	3 x 3 x 7	
Average space	48		48	" " Tie Plates	3 x 3 x 7	3 x 3 x 7	
MS, In 'tween Deck, size and spacing	23 1/4	48	23 1/4	" " Deck, Material and thickness	3 x 3 x 7	3 x 3 x 7	
" " Hold	4	48	4	Bridge Deck Stringer Plate, breadth & thickness	40	8	40
" " Quarter, 'tween Dks., " "	23 1/4	96	23 1/4	" " Angle on ditto	3 1/2 x 3 x 7	3 1/2 x 3 x 7	
" " in Hold	4	96	4	" " Tie Plates	3 1/2 x 3 x 7	3 1/2 x 3 x 7	
FRAMES, In Fore Body, No. and spacing	27	8	27	" " Deck, Material and thickness	3 1/2 x 3 x 7	3 1/2 x 3 x 7	
" " breadth & thickness	27	8	27	Forecastle Deck Stringer Plate, breadth & thickness	30	7	30
No. of Side Stringers	27	8	27	" " Angles on ditto	3 x 3 x 7	3 x 3 x 7	
FRAMES, In E. & B. Space, No. & spacing	27	8	27	" " Tie Plates	3 x 3 x 7	3 x 3 x 7	
" " breadth & thickness	27	8	27	" " Deck, Material and thickness	3 x 3 x 7	3 x 3 x 7	
FRAMES, In After Body, No. and spacing	27	8	27	" " Angle on ditto	3 x 3 x 7	3 x 3 x 7	
" " breadth & thickness	27	8	27	" " Tie Plates	3 x 3 x 7	3 x 3 x 7	
No. of Side Stringers	27	8	27	" " Deck, Material and thickness	3 x 3 x 7	3 x 3 x 7	
Size of Angles or Tee Bars to Web Frames	3 x 3 x 7		3 x 3 x 7	" " Angle on ditto	3 x 3 x 7	3 x 3 x 7	
KEEL PLATES to Stringers between Frames, depth and thickness	3 x 3 x 7		3 x 3 x 7	" " Tie Plates	3 x 3 x 7	3 x 3 x 7	

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

BULKHEADS.	Number.	Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
			Horizontal.	Vertical.	Spacing.		
W. T. BULKHEADS	6	6	5 x 3 x 1/2	5 x 3 x 1/2	48	Double	Spar OR
PARTITION					30		
LONGITUDINAL					30		

Are the outside Plates doubled two spaces of Frames in length? Yes. Rule 27.

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to or.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to or.	Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	19	13	13	36	19	26 1/2	6	1	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2		
GARBOARD OR A STRAKE	54	13	11	11	54	13	"	5 1/2	7/8	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4		
B " "	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"	"	"		
C " "	54	10	9	9	54	10	"	"	"	"	"	"	"	"	"	"	"		
D " "	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"	"	"		
E " "	54	12	10	10	54	12	"	"	"	"	"	"	"	"	"	"	"		
F " "	54	12	10	10	54	12	"	"	"	"	"	"	"	"	"	"	"		
G " "	46	13	10	10	46	13	"	"	"	"	"	"	"	"	"	"	"		
H " "	54	11	9	9	54	11	"	"	"	"	"	"	"	"	"	"	"		
J " "	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"	"	"		
K " "	54	11	9	9	54	11	"	"	"	"	"	"	"	"	"	"	"		
L " "	46	13	9	9	46	13	"	"	"	"	"	"	"	"	"	"	"		
M " "	54	12	8	8	54	12	"	"	"	"	"	"	"	"	"	"	"		
N " "	40 1/2	15	9	9	40 1/2	15	"	6	1	4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2		
O " "	The fore plates and the plates above & below same are 3/4" thicker than the plating amidships.																		
P " "																			
Q " "																			
DOUBLE PLATE KEEL																			
Length of Dings	13 - 14 ft long.																		
Length of Sheerstrakes	12.																		
Length of Strake below																			
POOP SIDES	7																		
BRIDGE SIDES	7																		
FORECASTLE SIDES	7																		

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. *Siemens Martin Steel.*

Angles, Beams &c. *Lancashire, Dalgell, Glasgow and Halliwell.*

Plates, *Clydebridge & Dalgell.*

Iron plates, *South Durham.*

FRAMES extend in one length from *Centre line* to *tank side & from tank side to gunwale.*

REVERSED FRAMES on floors and frames extend from *Centre line to margin plates then to Spar & Main Ribs alternately.*

At Spar Ribs in way of 28.0 keelsons & bridge. At 6 Spar Ribs above of peak Ribs. At 6 Spar Ribs below of peak Ribs. At 6 Spar Ribs below of peak Ribs. At 6 Spar Ribs below of peak Ribs.

MASTS, SPARS, &c.													
LOWER MASTS.	Fore	Main	Mizen	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
						At Partners.	Heel.	Hounds & Head.		Number.	Size.	Seams.	Butts.
Fore	Stub	56.11	20 x 7/16	19 x 7/16	16 x 7/16	Two	-	-	Single	Full	Double		
Main	"	57.11	"	"	"	"	"	"	"	"	"		
Mizen	"	"	"	"	"	"	"	"	"	"	"		

Bowsprit, *Wood* and Remainder of Spars *Pitch Pine.*

Topmasts, *Wood* and Remainder of Spars *Pitch Pine.*

Rigging, Material and Size, Shrouds *E. S. 11, 5/4"*

Sails, *One complete* Suit of *Four* *Schooner* Sails, and the following *spare* sails.

EQUIPMENT No. 35775 LETTER W										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.							
		Cwts.	qrs.	Cwts.	qrs.	Tons.	cwts.	qrs.	lbs.				Cwts.	qrs.	lbs.				
39042	1st Bower	51	1	0	-	-	-	50	0	0	Stanchion	18.6.00, 24.11.99.							
39041	2nd "	46	3	0	-	-	-	40	6	3	Stanchion	18.6.00, 24.11.99.							
39043	3rd "	45	3	0	-	-	-	39	14	1	Stanchion	18.6.00, 24.11.99.							
	Collective weight	142	3	0	-	-	-	142	2	0									
30604	Stream	12	0	7	3	0	0	13	17	2	Ordinary	18.6.00, 24.11.99.							
42537	Kedge	6	0	12	1	2	4	8	7	2	Ordinary	18.6.00, 24.11.99.							
	2nd Kedge																		

CHAIN CABLES.										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.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towing.	Fathoms and Size Per Rule.					
				Supplied.	Per Rule.														
19840	135	2 1/2	76.40	573.2	14270.2	2 1/2	Stanchion	H. P. R. 18.6.00, 24.11.99.		TOWLINE	100	4 1/2	39	120.13					
19841	135	2 1/2	76.40	573.2	14270.2	2 1/2	Stanchion	H. P. R. 18.6.00, 24.11.99.		HAWSER	90	3 1/2	22	90.10					
										WARP	180	2 1/2	13	90.9					
	90	4 1/2	39.																

Boats *Four.*

Pumps, Number *As per approved plan.* Diameter of Barrel and Tail Pipe *5"*

Windlass is *Emerson Walker & Thompson 130 lb. (Stanchion) 5" Steam Winches.*

Engine Room Skylights. How constructed? *Of Steel.*

What arrangements for deadlights in bad weather? *Leak Hops & Halls eyes.*

Coal Bunker Openings. How constructed? *Of Steel.* How are lids secured? *Hatch Bars.* Height above deck? *9"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *At each side, 6 Scuppers & 6 ports (10 1/2" x 2 1/2" x 2 1/2").*

Ceiling in Holds, thickness and material *2 1/2"* Ceiling 'tween Decks, thickness and material *2 1/2"*

Cargo Hatchways. How formed? *Steel plates & angles in the usual manner.* Hatches, If strong and efficient? *Yes. 3."*

State size No. 1 Hatch (Forward) *28.0 x 14.0* No. 2 Hatch *28.0 x 14.0* No. 3 Hatch *24.0 x 14.0* No. 4 Hatch *20.0 x 14.0*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *The web plates in No. 1 & 2. Two web plates in No. 3 & 4. 3 in each.*

No. of Breasthooks *8* & *Clasp plates* No. of Crutches *4* & *Clasp plates*

Bulwarks, height above deck and description *Steel plates 48 x 7/16.* Main Rail, material and size *13.0 x 6 x 3 x 7/16*

The above is a correct description

Builder's Signature *Rupell & Co.* Surveyor's Signature *W. H. Phillips* 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) *18/4/99 11*

14/6/99 10/10/99 E

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? *A few at butts only.*

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 approved plans, the Secretaries letters of above date and in other respects in accordance with the Rules, and the workmanship is good.*

The Steel used in her construction has been manufactured at the works of J. & S. on this report and duly tested by the Society's Surveyors. The weather decks tested with water & found satisfactory, & the efficiency of pumps & watertight doors ascertained. The frames and reverse frames in double bottom, and the frames outside the cell D.B. between the half length frame aft and three fourths length fore in the straight part of the vessel have been jagged to dispose with frame liners to the outside strakes of plating. There is a camber of one inch on the keel of this vessel.

This is a sister vessel to the S/s "Starford" Gt. Rpt. No. 12202.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *207 1/2 ft.* R. Q. D. or Breast *8 ft.* Bridge Dk *72.0 ft.* F'castle *36.0 ft.* (in feet and tenths). When the Poop is joined to the R. 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) *12 (Steel) 2 (Wood) 1 (Steel) & 1 (Wood) Deep Trimming*

Official No. *123456*; Signal Letters *-*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paints* Outside *Paints.*

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	110.0	273	Fore-peak tank.		
Double bottom, forward.	142.0	403	After peak tank.	10.0	56.
Double bottom, under Engines and Boilers.	40.0	129	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. *2014* Date *17th April 1899*

Order for Ordinary Survey No. *✓* Date *✓*

No. *456* in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought *1899. Aug. 14. 21. 25. 29. 30. Sep. 5. 13. 19. 22. 26. Oct. 2.*

2nd. On the plating during the process of riveting *11. 17. 23. 30. Nov. 1. 8. 15. 21. 27. Dec. 4. 7. 11. 19. 22. 28. - 1900.*

3rd. When the beams were in and fastened, and before the decks were laid *Jan. 12. 18. 22. 26. 30. Feb. 3. 6. 12. 21. 27. Mar. 1. 9. 13. 21. 27. 29. April*

4th. When the ship was complete, and before the plating was finally coated or cemented *3. 8. 12. 19. 20. 24. 27. 30. May 4. 8. 14. 15. 22. 29. June 4. 7. 12. 13. 14.*

5th. After the ship was launched and equipped *16. 19. 20. 22. 25. 26. 28. July 4. 19. 20. 24. Aug. 13. 17. 27.* Total No. of Visits *75*

The amount of Entry Fee *£ 5. - -* Fees applied for, *5. 9. 1900*

Special Survey Fee *£ 111. 1. 6* Received by me, *6. 9. 1900.*

Travelling Expenses, if any *£ - - -*

I am of opinion this Vessel should be Classed *100.A.1 (Steel) Spar Dk.*

Without Freeboard, as condition of Class

Committee's Minute *Glasgow. 10 SEP. 1900*

Character assigned *100.A.1 Steel Spar Dk. A.C.P.*

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