

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) Secretary M of 15th December 1898. — Sec E of 12th December 1898 & 24th January 1899.

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? 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 found tight.

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

General Remarks (State quality of workmanship, &c.) According to Rules for Special Survey I have examined the material & workmanship from the beginning until completion of the vessel. The stem is of Iron forged in U.K., the stemframe and Rudderframe are of Cast steel from Tinspring Steel Co. in Sweden and tested as per rules by a surveyor to this Society as per test Certificates received & I have examined them before and after drilling & found them sound. Plates, angles & Bulbs are tested at the Steelworks as per testates received. Besides I have at different times tested the material & Rivets hot and cold & found same of good quality. The riveting & workmanship is good throughout. The double bottom tanks are tested & found tight. The bottom inside gutters &c are covered & coated with Portland Cement well adhering to the steel. Pumps, sluices, water tight doors have been attended to & are good. Certificates of Anchors, Cables have been produced and Vessels name & tonnage is inserted. Outfit & Equipment is good and Complete. The approved plans are forwarded the 21st November 1899 with my Ceu Report R: 1285 on the Sistership, Erika.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 16 ft., R.Q.D. or Break 16 ft., Bridge Dk. 70 ft., F'castle 36 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 Steel 9k. 1 trs B. Singledk Deepframes FK. & (Ridgkells).

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Redlead & Portland Cement. Outside Redlead paint & patent paint.

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
DB Tanks					
Double bottom, aft,	58'-0"	118'	Fore peak tank,	16'-0"	58'
Double bottom, under Engines and Boilers, aft combined	54'-0"	157'	After peak tank,	12'-0"	44'
Double bottom, if under Engines only,	✓		Midship deep tank,	✓	
Double bottom, if under Boilers only,	✓		Other tanks, if fitted,	✓	
Double bottom, forward,	120'-0"	303'			

(If necessary, furnish further information by sketch.) Note: The 2nd DB Tank extends from under the Engines into the fore part of After Hold. (Please see Gunkel's "In 1899")

* 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

No wells—but only 14 ft. dry space under Boilers.

Order for Special Survey No. DATES of Surveys held while building Sundry dates from 17th December 1898 on the material—on the frames while building & in place—on the plating & while riveting was going on—when the beams were in before and after launching, and finally when finished & equipped on 1st February 1900.

Date

No. 81, in builder's yard

Total No. of Visits 26.

The amount of Entry Fee £5-0-0 Fees applied for, 5/2 1900 Special £75-14-0 Received by me, FK Certificate £0-0-0 Travelling Expenses, if any £6-0-0

* Certificate to be sent to Messrs Helming & Quinm in Riga (Russia)

State whether the Vessel has been built under Special Survey Yes

Opinion this Vessel should be Classed 100 A1 Steel A.C.P. Frederick Neub.

With, or without Freeboard, as condition of Class with freeboard, but not as condition of Class. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 9 FEB 1900

Character assigned 100 A1 Steel a sep + smc 2.00 Wate eph.