

1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes.*
Date of completion of Report *2nd Aug. 1902.*
Date, First Survey *Dec. 16/01*

Received at London Office *WED. 6 AUG 1902*

Port of *Hull*
Last Survey *31st July 1902*
Rig *Schooner - 2 masts.*

Survey held at *Hoole*
On the *S.S. Bida*
TONNAGE under
Tonnage Deck... *698.33*
Do. of Poop *88.32*
Do. of Raised Qr. *✓*
Dk. or Break... *✓*
Do. of Bridge House *✓*
Do. of Forecastle *28.59*
Do. of Houses on Deck *9.10*
Do. of excess of Hatchways *36.37*
Do. above Crown of *27.46*
Engine Room... *888.17*
Gross Tonnage *55.47*
Less Crew Space *27.46*
Less above Crown of *805.24*
Engine Room... *284.21*
TONNAGE FOR FEES... *20.32*
Less Engine Room
Less Navigation Spaces
Register Tonnage *528.17*
as cut on Beam...

ONE OR TWO DECKED VESSEL.
CLASS *100 A*

Half Breadth (moulded) *16.00*
Depth from upper part of Keel to top of Main Deck Bms. *15.33*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *29.00*
1st Number *60.33*
Length on deck from after part of stem to fore part of stern post *198.83*
2nd Number *11995*
Proportions—Breadths to Length *6.2*
Depths to Length—Main Deck to top of Keel... *12.97*
Destined Voyage *Helsingborg*

Master *A. Hökansson*
Year of appointment *(1) As master in service of owner of present vessel: 1902 (2) As master of this vessel: 1902*
Built at *Hoole*
When built *1902* Launched *7th June*
By whom built *Hoole Shipbuilding & Repairing Co. (Limited)*
Owners *Pedri Aktiebolaget Nika*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Gothenburg*
Port belonging to *Gothenburg*
Surveilled while Building, Afloat, & in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>198</i>	<i>10</i>		<i>32</i>	<i>—</i>		<i>12</i>	<i>8 1/2</i>		<i>One</i>	<i>One</i>
Dimensions of Ship per Register, Length, <i>200.0</i> breadth, <i>32.2</i> depth, <i>12.5</i> Moulded Depth, <i>14</i> ft. <i>8</i> ins. Round of Beam, Actual <i>9 1/2</i> ins.										
FRAMING.						FORGINGS AND CASTINGS.				
FRAME, Angles, Bars, for length						KEEL, Bar or Side Plates depth and thickness				
<i>about amidships to collision bulkhead</i>						STEM, moulding and thickness				
<i>Do. for 1st and 2nd B.R. space</i>						STERN-POST for Rudder do. do.				
<i>Do. in way of Double Bottoms at Solid Floors</i>						for Propeller				
<i>at intermdt. Bkts.</i>						MAIN PIECE of Rudder, diameter at head				
Spacing of Frames from centre to centre						do. at heel				
REVERSED FRAME, Angles <i>In. per ft.</i>						RUDDER, how constructed <i>Forged and plated.</i>				
DEEP FRAMING, depth of girder						Can the Rudder be unshipped afloat? <i>Yes.</i>				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						KEELSONS AND STRINGERS.				
in way of Engines and Boilers						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
thickness at the ends of vessel						Rider Plate				
depth at 1/2 the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson				
height extended at the Bilges						Horizontal Plates on Floors				
FLOORS & BRACKETS, in Cell Dble Bottoms						Angles				
state if flanged (top & bottom)						SIDE KEELSON, Angles				
Spacing						Bulb or Plate above floors for lng.				
CENTRE GIRDER, in Double Bottom, depth and thickness						Intercoastal Plate for length				
Angles, Top						Attached to outside plating with Angle				
Bottom						BILGE KEELSON, Angles				
SIDE GIRDERS, number on each side & thickness						Bulb or Plate above floors for lng.				
state if flanged (top & bottom)						Intercoastal Plate for length				
Angles						Attached to outside plating with Angle				
MARGIN PLATE, depth (exclusive of flange) and thickness						BILGE STRINGER Angles				
Angles to Outside Plating						Bulb Plate for length				
Floors						Intercoastal Plate for whole length				
Height of Floors at the Bilges						Attached to outside plating with Angle				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						SIDE STRINGER Angles				
thickness in Engine and Boiler space						Bulb or Intercoastal Plate for whole lng.				
Remainder in Holds						Attached to outside plating with Angle				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Main and Raised Quarter Deck Stringer Plate, breadth and thickness				
Angles on Upper Edge						Angle on ditto				
Spacing						Tie Plates fore & aft, outside Hatchways				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Diagonal Tie Plates on Bms., No. of Pairs				
Angles on Upper Edge						Main Dk* Iron or Steel for whole lng.				
Spacing						R. Q. Dk* Iron or Steel for whole lng.				
BEAMS, Hold, Plate or Tee Bulb						Wood Deck, Material & thickness				
Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness				
Spacing						Angles on ditto, No.				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates, outside Hatchways				
Angles on Upper Edge						Deck* Material and thickness				
Spacing						Hold Stringer Plate				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						Angles on ditto, No.				
Angles on Upper Edge						Poop Deck Stringer Plate, breadth & thickness				
Spacing						Angle on ditto				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Tie Plates				
Angles on Upper Edge						Deck, Material and thickness				
Spacing						Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness				
CLARS, In 'tween Decks, Size and Spacing						Angle on ditto				
Hold						Tie Plates				
Quarter, 'tween Dks.,						Deck, Material and thickness				
in Hold						Forecastle Deck Stringer Plate, brdth & thcknss				
B FRAMES, In Fore Body, No. and Spacing						Angle on ditto				
No. of Side Stringers						Tie Plates				
B FRAMES, In E. & B. Space, No. & Spacing						Deck, Material and thickness				
Brdth. & Thickness						BULKHEADS.				
B FRAMES, In After Body, No. and Spacing						In Vessel				
Brdth. & Thickness						Per Rule				
No. of Side Stringers						Thickness				
Size of Angles or Tee Bars to Web Frames						Horizontal				
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						Vertical				
						Single or Double Frames				
						Height up				
						PARTITION				
						LONGITUDINAL				
						Are the outside Plates doubled two spaces of Frames in length?				
						Are the Sluice Valves and Watertight Doors in efficient working order?				

PLATING.										RIVETING.												
AS IN SHIP.					PER RULE OR AS APPROVED.					HOW EDGES.					BUTTS.							
STRAKES.	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		Single or Double.		Breadth of Lap.		RIVETS.		STRAPS.		IF LAPED.	
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	4 1/2	12	9	9	33	12																
GARBOARD OR A STRAKE	5 1/2	10	9	9	5 1/2	10																
State actual thickness in way of Double Bottom.	B	4 1/2	9	8	4 1/2	9																
C	5 1/2	8	7	7	5 1/2	8																
D	4 1/2	8	7	7	4 1/2	8																
E	5 1/2	8	7	7	5 1/2	8																
F	4 1/2	8	7	7	4 1/2	8																
G	4 1/2	8	7	7	4 1/2	8																
Sheer	H	3 1/2	12	8	3 1/2	12																
J																						
K																						
L																						
M																						
N																						
O																						
P																						
DOUBLING OF Flat Plate Keel																						
Length and thickness of Bilges																						
Length and thickness of Sheerstrakes																						
Length and thickness of Strake below																						
POOP SIDES																						
RAISED QUARTER DECK SIDES																						
BRIDGE SIDES																						
FORECASTLE SIDES																						
LENGTHS OF PLATING																						

Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. Consett.

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

FRAMES extend in one length from middle line to trunk wing, thence to deck.

REVERSED FRAMES on floors and frames extend from middle line to side stringer and deck alternately. (Only in peaks)

MASTS, SPARS, &c.

LOWER MASTS.	Fore.	Main.	Mizen.	Material.		Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	BUTTS.
				At Partners.	Heel.		Hounds.	Head.	Number.	Size.		Seams.			

Boysprit Yes.

Topmasts, Remainder of Spars Pine

Rigging, Material and Size, Shrouds, Steel wire 3 1/2

Sails, On Suit of Stays Steel wire 3 1/2

EQUIPMENT No. 12612 LETTER A.

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	Owts.	qrs.	Owts.	qrs.	Owts.	qrs.			
1551	1st Bower	19	1	21	1	20	1	19	1	Lloyd's patent	24-4-02.	
1552	2nd "	19	1	21	1	20	1	19	1	"	25-4-02.	
1574	3rd "	15	1	17	1	16	1	15	1	"	29-4-02.	
1585	Stream	5	1	5	1	5	1	5	1	Common.	30-4-02.	
1586	Kedge	2	2	2	2	2	2	2	2	"	30-4-02.	

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
			Test per Certificate.	Supplied.				
624	105 1/2	1 1/2	155	3	210	15 1/2	L. Taylor	30 April 1902
625	105	1 1/2	155	3	210	15 1/2	L. Taylor	30 April 1902
Stream Chain	60	3/4	22		60	3/4	H. J. Wolford.	

HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
			Test per Certificate.	Supplied.				
624	105 1/2	1 1/2	155	3	210	15 1/2	L. Taylor	30 April 1902
625	105	1 1/2	155	3	210	15 1/2	L. Taylor	30 April 1902
Stream Chain	60	3/4	22		60	3/4	H. J. Wolford.	

Boats Two life and one other.

Pumps, Number Three Diameter of Barrel 6 State whether they are in efficient working order Yes.

Windlass Clarke, Chapman & Co. Capstan Wood.

Engine Room Skylights. How constructed? Steel on trunk bulkheads.

What arrangements for deadlights in bad weather? Bull's eyes in steel shutters.

Coal Bunker Openings. How constructed? Steel coverings. How are lids secured? By hatch bars. Height above deck? 15 1/2

Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side, 8 scuppers, and 3 ports 30 x 18

Ceiling in Holds, thickness and material 2 1/2 lb. pine. Ceiling 'tween Decks, thickness and material 2 1/2

Cargo Hatchways. How formed? Of plates and angles. Hatches. If strong and efficient? Yes.

State size No. 1 Hatch (Forward) 23-10 x 16-0 x 33 No. 2 Hatch 22-0 x 16-0 x 33 No. 3 Hatch 22-0 x 16-0 x 33 No. 4 Hatch 22-0 x 16-0 x 33

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 2 deep web plates and 3 fore & afters in each.

No. of Breasthooks Four No. of Crutches Three

Bulwarks, height above deck and description 4-0. Steel plating Main Rail and Stays, material and size Bull's angle 7 x 3

The above is a correct description. or the Goods Shipbuilding & Repairing Co. Ltd. Surveyor's Signature J. Thomson.

Builder's Signature (here only). Harold F. Burgess 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 the case) 2nd Dec. 1901, and 1st May 1902. M. 25th June 1902 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 facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few

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.) The workmanship throughout is good.

This vessel is built in accordance with the approved midship section forwarded to London on 29th July 1902, the accompanying tracings (3 in 1/2), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

This vessel is to be exclusively engaged in carrying coal, ore, or wood, and no cargo butters are fitted.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 54 ft., R.Q.D. or Break ft. Bridge Dk. ft. F'castle 23 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 Dk. (Steel), 1 tier of Beams.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside By cement and paint. Outside By paint.

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	165	261	Fore peak tank,		51
Double bottom, under Engines and Boilers,			After peak tank,		40
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(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. 1211

Date 12/12/01

No. 47 in builder's yard

DATES OF SURVEYS held while building

1901=Dec. 16. 1902=Jan. 15, 21, 23, 24, 29. Feb. 4, 11, 14, 18, 25, 26. Mar. 3, 5, 11, 14, 18, 21, 24, Apr. 3, 7, 11, 18, 23, 28. May 1, 7, 12, 14, 22, 27, 29. June 3, 5, 7, 11, 17, 24. July 1, 4, 22, 28, 31.

Total No. of Visits 44

The amount of Entry Fee £ 3 : - Fees applied for, 2/8/1902

Special £ 40 : 5 : - Received by me, N.R.

I'velling Expenses, if any £ 3 : 6 : 7 5/8/1902

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

I am of opinion this Vessel should be Classed As 100 A.1. Subject to the usual being engaged exclusively in carrying coal, ore, or wood, while without cargo butters.

Without Freeboard, as condition of Class while without cargo butters.

Committee's Minute

Character assigned 100 A.1. Steel

Lorda + P

+ Luncy on

subject

FRI. 8 AUG 1902

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