

3 Decks.

## IRON OR STEEL STEAMER.

Received at London Office

MON. OCT 14 1901

422

Date of completion of report 11<sup>th</sup> October 1901 State of Report is also sent on the Machinery of the Vessel Yes  
Survey held at Sunderland Port of Sunderland No. 20718  
On the Steel Screw Steamer "Edith" Rig Schooner

Tonnage under  
Tonnage Deck... 2636.08  
Do. of Forecastle... 45.25  
Do. of Houses on Dk. 87.96  
Do. of excess of Hatchways 38.14  
Do. above Crown of Engine Room 65.79  
Gross Tonnage 2873.22

THREE DECKED VESSEL.

CLASS + 100 A1

FEET.

Master R J Patterson.  
Year of appointment (1) As Master in service of owner of present vessel—18 80  
(2) As Master of this vessel 1901

Do. of Poop  
Do. of Bridge House  
Do. of Forecastle... 45.25  
Do. of Houses on Dk. 87.96  
Do. of excess of Hatchways 38.14  
Do. above Crown of Engine Room 65.79  
Gross Tonnage 2873.22  
Net Space 98.19  
Net Crown of Engine Room 65.79  
Net for Fees 2709.24  
Engine Room 919.43  
Rigging Spaces 10.06  
Net Room 65.79  
Net Tonnage 1815.54  
Net on Beam

Half Breadth (moulded) 23.25  
Depth from upper part of Keel to top of Upper Deck Beams 24.72  
Girth of Half Midship Frame (as per Rule) 44.00  
deduct 7 feet 7.00  
1st Number 84.97  
Length on deck from after part of stem to fore part of stern post 321.0  
2nd Number 27.275  
Proportions—Breadth to Length 6.9  
Depth to Length—Upper Deck to top of Keel 12.99  
Main Deck ditto

Built at Sunderland  
When built 1901 Launched 29<sup>th</sup> Aug 1901  
By whom built S P Austin & Son Ltd  
Owners Lambert Bros.  
Managers " " "  
Residence 85 Gracechurch St London EC  
Port belonging to London

Destined Voyage Port Said & Surveiled while Building, Afloat, or in Dry Dock Built under Special Survey.

On Deck Rule 321 0 Breadth Moulded 46 6 Depth, Actual—Top of Upper Dk. Beams 21 4 No. of Decks with flat laid One  
No. of Tiers of Beams Two  
Round of Upper Dk. Beam, Actual 11 1/2 ins.

Measurements of Ship per Register, Length 323.0 breadth 46.9 depth 21.35 Moulded depth, ft. 23 ins. 9 To Upper Dk.

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Appro.	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Appro.
Angles, or Bars for length amidships	8 3 1/2	11 8	3 1/2	11	8 3 1/2	11	3 1/2
at each end	8 3 1/2	10 8	3 1/2	10	8 3 1/2	10	3 1/2
way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8 7 1/2	3 1/2	3 1/2	8 7 1/2	3 1/2
at intermdt. Bkts.	5 3 1/2	8 7 1/2	5 3 1/2	8 7 1/2	5 3 1/2	8 7 1/2	5 3 1/2
of Frames from moulding edge to ing edge, all fore and aft	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
SED FRAME, Angles	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2	3 1/2
FRAMING, depth of girder	40	7 1/2	40	7 1/2	40	7 1/2	40
S, depth and thickness of Floor Plates at mid line for length amidships	7 1/2	8	7 1/2	8	7 1/2	8	7 1/2
way of Engines and Boilers	7 1/2	8	7 1/2	8	7 1/2	8	7 1/2
thickness at the ends of vessel	7 1/2	8	7 1/2	8	7 1/2	8	7 1/2
depth at 1/2 the half breadth, as per Rule	7 1/2	8	7 1/2	8	7 1/2	8	7 1/2
eight extended at the Bilges	7 1/2	8	7 1/2	8	7 1/2	8	7 1/2
BRACKETS in Cell Dble Bottoms	48 1/2	48	48 1/2	48	48 1/2	48	48 1/2
Distance apart	48 1/2	48	48 1/2	48	48 1/2	48	48 1/2
E GIRDER, in Double bottom, depth and thickness	40	10 8	40	10 8	40	10 8	40
Angles, Top	4 4	9 8	4 4	9 8	4 4	9 8	4 4
Bottom	6 1/2	4 9 8	6 1/2	4 9 8	6 1/2	4 9 8	6 1/2
IRDERS, number on each side & thickness	Three	7 1/2	Three	7 1/2	Three	7 1/2	Three
Angles	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2	3 1/2
N PLATE, depth (exclusive of flange) and thickness	35	9 1/2	30	9	35	9 1/2	30
Angles to Outside Plating	3 1/2	3 1/2	8 1/2	3 1/2	3 1/2	8 1/2	3 1/2
BOTTOM PLATING, breadth and thickness of Middle Line Strake	48 1/2	9 8	36	9 8	48 1/2	9 8	36
in Engine and Boiler space	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Remainder in Holds	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Upper Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	8 1/2	3 11 1/2	8 1/2	11	8 1/2	3 11 1/2	8 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	12	6 1/2	10 1/2	12	6 1/2	10 1/2	12
Middle Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	12	6 1/2	10 1/2	12	6 1/2	10 1/2	12
Angles on upper edge	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Average space	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Lower Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	6 1/2	3 8 1/2	6 1/2	3 8	6 1/2	3 8 1/2	6 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Hold, or Orlop, Plate or Tee Bulb	6 1/2	3 8 1/2	6 1/2	3 8	6 1/2	3 8 1/2	6 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Poop Deck, Angle, Bulb, Angle, Plate or Tee Bulb	6 1/2	3 8 1/2	6 1/2	3 8	6 1/2	3 8 1/2	6 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Bridge Deck, Angle, Bulb, Angle, Plate or Tee Bulb	6 1/2	3 8 1/2	6 1/2	3 8	6 1/2	3 8 1/2	6 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Forecastle Deck, Angle, Bulb, Angle, Plate or Tee Bulb	6 1/2	3 8 1/2	6 1/2	3 8	6 1/2	3 8 1/2	6 1/2
Angles on upper edge	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Average space	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
In 'tween Deck, size and spacing	2 1/2	4 1/2	2 1/2	4 1/2	2 1/2	4 1/2	2 1/2
Hold	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Quarter 'tween Dks.	2 1/2	4 1/2	2 1/2	4 1/2	2 1/2	4 1/2	2 1/2
in Hold	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
WEB FRAMES, In Fore Body, No. and spacing	30	8 1/2	30	8 1/2	30	8 1/2	30
brdth. & thickness	30	8 1/2	30	8 1/2	30	8 1/2	30
No. of Side Stringers	30	8 1/2	30	8 1/2	30	8 1/2	30
WEB FRAMES, In E. & B. Space, No. and spacing	30	8 1/2	30	8 1/2	30	8 1/2	30
brdth. & thickness	30	8 1/2	30	8 1/2	30	8 1/2	30
WEB FRAMES, In After Body, No. and spacing	30	8 1/2	30	8 1/2	30	8 1/2	30
brdth. & thickness	30	8 1/2	30	8 1/2	30	8 1/2	30
No. of Side Stringers	30	8 1/2	30	8 1/2	30	8 1/2	30
Size of Angles or Tee Bars to Web-Frames	6 3 1/2	10 6 3 1/2	10 6 3 1/2	10	6 3 1/2	10 6 3 1/2	10
BRACKET PLATES to Stringers between Web-Frames, depth and thickness	6 3 1/2	10 6 3 1/2	10 6 3 1/2	10	6 3 1/2	10 6 3 1/2	10



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PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.					PER RULE OR AS APPROVED.	EDGES.					BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		SINGLE.		DOUBLE.		SINGLE.		DOUBLE.						
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					
FLAT PLATE KEEL	36	18	12	12	36	18	Double	6	1	4	1	3 1/2	19	10 1/4					
GARBOARD OF A Strake	55	14	11	12	55	14	Double	6	1	4	1	3 1/2	19	10 1/4					
B "	62	11	9	13	62	11	"	6 1/2	7/8	3 1/8	"	7/8	3 1/8	12 1/2					
C "	60	12	10	14	60	12	"	"	"	"	"	"	"	"					
D "	60	12	10	14	60	12	"	"	"	"	"	"	"	"					
E "	40	13	11	14	40	13	"	"	"	"	"	"	"	"					
F "	54	12	10	12	54	12	"	"	"	"	"	"	"	"					
G "	54	12	9	12	54	12	"	"	"	"	"	"	"	"					
H "	54	11	9	11	54	11	"	"	"	"	"	"	"	"					
J "	46	12	9	9	46	12	"	"	"	"	"	"	"	"					
K "	54	13	9	9	54	13	"	6	1	4	"	7/8	3 1/8	9					
L "	45	15	10	10	45	15	Double at Bridge	Ends	"	"	"	3 1/2	19	19					
M "																			
N "																			
O "																			
P "																			
DOUBLING OF Flat Plate Keel	Keel plate & garboard increased in line.																		
Length of Sheerstrake	At fore end of Bridge = 24'0" x 39' x 15/20. Aft end = 20' x 39' x 15/20.																		
POOP SIDES	T																		
BRIDGE SIDES	8' x 7																		
FORECASTLE SIDES	T																		

Length of Shell Plates = seven frame spaces.

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

Steel Plates: - S. Durham & Consett.  
Angles: - Consett.  
Iron Plates: - J. J. J. J.  
Angles: - S. Durham.  
Has the Steel been tested as required by the Rules? Yes

FRAMES extend in one length from Middle Line to Margin Plate & thence to Gunwale  
REVERSED FRAMES on floors and frames extend from Middle Line to Margin Plate.  
Deep Bulk Angle frames.

LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	76-6	20' x 7/20	16' x 1/20	16' x 1/20	13' x 1/20	2	✓	✓	Single	Double
Main	"	76-6	"	"	"	"	2	✓	✓	"	"
Mizen	"	"	"	"	"	"	2	✓	✓	"	"

Manufacturers of Steel Mast Plates = Consett.

Topmasts, Main and Remainder of Spars Pine  
Rigging, Material and Size, Shrouds Galvanized Steel Wire = 3 1/4. Stays D. 3 1/4 & 3.  
Sails, One Suit of schooner Sails, and the following spare sails.

EQUIPMENT No. 31390 LETTER U. ANCHORS. Mechanical Tests: -  
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.

132	1st Bower	45	2	0	39	11	1	0	45	2	0	Byer's Patent	Not Byer's Patent	22-8-01
146	2nd "	45	1	14	"	"	"	"	45	2	0	"	"	"
202	3rd "	39	0	14	"	"	"	"	39	0	0	"	"	"
	Collective weight	130	0	0					130	0	0			
122	Stream	11	2	0	2	3	14	13	7	2	0	Rodgers Patent	3 Hanks	19-8-01
40228	Kedge	5	2	0	1	1	14	7	16	1	0	"	"	21-1-01

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Description.	Makers of Cables.	When and where tested, and Superintendent.	HAWERS AND WARPS.	
				Supplied.	Per Table 22.				Material.	Size.
4	25-5	1 1/2	170	94	2 1/2	170	94	2 1/2	170	94
76	15	1 1/2	170	94	2 1/2	170	94	2 1/2	170	94
11	2 1/2	1 1/2	170	94	2 1/2	170	94	2 1/2	170	94
Iron Stream Chain	90	1 1/2	170	94	2 1/2	170	94	2 1/2	170	94

Boats Two Lifeboats 25'0". One Cutter = 18'0". One Dinghy = 18'0".  
Pumps, Number One Downfall & Hand Pump to Diameter of Barrel of Downfall. State whether they are in efficient working order. Yes.  
Windlass is Emerson & Walker & Thompson. Capstan. Six steam winches.  
Engine Room Skylights. How constructed? Steel Plates & angles. Height above Bridge Deck = 8'3".  
What arrangements for deadlights in bad weather? Steel flaps & bellers.  
Coal Bunker Openings. How constructed? Plates & angles. Height above deck? Bottom & cleats. Height above deck? Bridge 1'6" x 2'6".  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Seven each side. Eight each side = 2'9" x 1'6".  
Ceiling in Holds, thickness and material. Pine 2 1/2".  
Cargo Hatchways. How formed? Usual construction. Steel. Hatches, If strong and efficient? Yes = 3".  
State size No. 1 Hatch (Forward) 20'0" x 15'0". No. 2 Hatch 28'0" x 17'0". No. 3 Hatch 24'0" x 16'0". No. 4 Hatch 24'0" x 16'0".  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 Hatch = 1 web. No. 2, 3 & 4 Hatches = 2 webs.  
All hatches = 3 fore & afters.  
Bulwarks, height above deck and description. 4'7" Steel x 9/20". Main Rail, material and size. Tyzack's patent.  
The above is a correct description.  
Builder's Signature (here only) P. Austin & Son, Limited. Surveyor's Signature J. S. Shute. 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-11<sup>th</sup> Sep<sup>r</sup> 1900. M-11<sup>th</sup> Dec<sup>r</sup>. E-27<sup>th</sup> Mar 1901.

Workmanship. Are the butts of plating planed or otherwise fitted? Yes  
Is the riveted work properly closed? Yes  
Are the liners between the frames and plates solid single pieces? Yes  
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  
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 material & workmanship are good. This vessel has been constructed in accordance with the approved plans, the Secretary's Letters as mentioned above & in other respects in compliance with the requirements of the Rules.

The freeboard assigned in the Secretary's Letter dated 17<sup>th</sup> September 1901 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No. 20687.

This is a duplicate vessel to the SS "Agnes". No. 210 by the same Builders. Sunderland Report No. 20247.  
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23'0 ft., P.D. on Poop 4, Bridge Dk. 88'0 ft., F' castle 37'0 ft.  
(in feet and tenths). When the Poop is joined to the P.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 D. (Iron), 2 J. B. & Deep Framing, 3 Deck Rule.  
Official No. 114772; Signal Letters  
How are the surfaces preserved from oxidation? Inside Cement & Paint. In bulkheads Iron. Outside Paint.  
Top of inner bottom under boilers = bituminous.

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	102	312	Fore peak tank,	15	50
Double bottom, under Engines and Boilers.	32	93	After peak tank,	14	52
Double bottom, if under Engines only.			Midship deep tank,		
Double bottom, if under Boilers only.			Other tanks, if fitted,		
Double bottom, forward.	142	367	(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. 4304  
Date 18th Sept 1901  
No. 216 in builder's yard.

DATES OF SURVEYS held while building  
1901. Jan. 4. Feb. 11. 14. 22. 26. 27. Mar. 2. 5. 12. 18. 23. 24. 29. Apr. 16. 19. 23. 29. May. 26. 28. 30. June. 4. 6. 10. 12. 14. 18. 20. 26. July. 3. 5. 19. 23. 29. 31. Aug. 7. 12. 13. 16. 20. 26. 29. 30. Sept. 2. 4. 11. 15. 19. 20. 23. 26. 30. Oct. 1. 2. 4. 5.

Total No. of Visits 59

The amount of Entry Fee.....£ 5:0:0  
Special Survey Fee.....£ 92:14:6  
Travelling Expenses, if any £ : :  
Fees applied for, 5:10:0  
Received by me, 7:10:0  
A.D.

Certificate to be sent to Sunderland.

State whether the Vessel has been built under Special Survey Yes  
I am of opinion this Vessel should be Classed + 100 AI Steel 3D Rule  
Without Freeboard, as condition of Class. See letter 16/10/01  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. OCT 15 1901  
Character assigned 100 AI Steel  
+ 2 m.c.g. or w. freebd. 4'2"  
Anquine

Hull Certificate. 15/10/01  
Director.