

3 Decks.

## IRON OR STEEL STEAMER.

Received at London Office. 1891. JAN 31 1901

Date of completion of report 30<sup>th</sup> January 1901 Port of 1<sup>st</sup> June 1900  
Survey held at Hartlepool Date, First Survey 1<sup>st</sup> June 1900 Last Survey 26<sup>th</sup> January 1890

On the Screw Steamer "NASSOVIA"

TONNAGE under 3598.03  
Tonnage Deck 3598.03  
Do. between Tonnage Dks. 3598.03  
And 3rd and 4th Dks. 3598.03  
Total under Upper Dk. 3598.03Do. of Poop 35.26  
Do. of Bridge House 55.62  
Do. of Forecastle 82.97  
Do. of excess of Hatchways 26.02  
Do. above Crown of Engine Room 36.88  
Gross Tonnage 3834.78  
Less Crew Space 84.50  
Less above Crown of Engine Room 36.88  
TONNAGE FOR FEES 1227.13  
Less Engine Room 30.11  
Less Navigation Spaces 1227.13

THREE DECKED VESSEL.

CLASS 100A.1.

FEET.

Half Breadth (moulded) 24.64  
Depth from upper part of Keel to top of Upper Deck Beams 29.29  
(with the normal round up of beam)  
Girth of Half Midship Frame (as per Rule) 50.00  
deduct 7 feet 103.93  
1st Number 96.93  
Length on deck from after part of stem to fore part of stern post 348.16  
2nd Number 337.47  
Proportions—Breadth to Length 7.06  
Depth to Length—Upper Deck to top of Keel 11.88  
Main Deck ditto

Master W. Prehn

Year of appointment 1894

Built at Hartlepool

When built 1900-01. Launched 9<sup>th</sup> Nov. 1900.

By whom built A. G. &amp; Co. Ltd.

Owners Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft.

Managers

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

Residence Hamburg

Port belonging to Hamburg

Register Tonnage 2473.03

Destined Voyage Hamburg

Surveyed while Building, Afloat, &amp; in Dry Dock

LENGTH on Deck 348 Feet. 2 Inches. BREADTH—Feet. 24.64 Inches. 32. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 29.29 Feet. 7.25 Inches. 72. No. of Decks with flat laid Two. as per Rule 348 Moulded 49.7 Do. do. do. do. Main Dk. Beams 16 92. No. of Tiers of Beams Two. Round of Upper Dk. Beam, Actual 122.5

Dimensions of Ship per Register, Length 350.2 breadth 49.7 depth 25.5. Moulded depth, ft. 28 ins. 3 To Upper Dk.

FRAMING.	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule	Inches per Rule	20ths per Rule
FRAME, Angles, on 1/2 length	6	3 1/2	9	6	3 1/2	9
amidships						
Do. for 1/2 at each end	3 1/2	3 1/2	9 1/2	3 1/2	3 1/2	9 1/2
Do. in way of Double Bottoms at Solid Floors						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24			
EVERSED FRAME, Angles	6	3 1/2	9 1/2	6	3 1/2	9 1/2
DEEP FRAMING, depth of girder	9		9			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	Cellular	sovereign				
" in way of Engines and Boilers	Bottom	all fore				
" thickness at the ends of vessel	and aft					
" depth at 1/2 the half breadth, as per Rule	44		8	44		8
" height extended at the Bilges	24		24			
LOOKS & BRACKETS in Cell Dble Bottoms	44		12	44		12
Distance apart	4	4	9	4	4	9
CENTRE GIRDER, in Double bottom, depth and thickness	6 1/2	4 1/2	9	6 1/2	4 1/2	9
" Angles, Top	8		8			
" Bottom	3 1/2	3 1/2	8	3 1/2	3 1/2	8
SIDE GIRDERS, number on each side & thickness	35		10	35		10
" Angles	4	4	9	4	4	9
MARGIN PLATE, depth (exclusive of flange) and thickness	48		16	48		16
" Angles to Outside Plating	E 8	8	16	E 8	8	16
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	9	3	12	9	3	12
" in Engine and Boiler space						
Remainder in Holds	24		24			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3	12	9	3	12
" Angles on upper edge	24		24			
Average space	9	3	12	9	3	12
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	24		24			
" Angles on upper edge						
Average space						
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
BEAMS, Hold or Orlop, Plate or Tee Bulb						
" Angles on upper edge						
Average space						
BEAMS, Poop Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3	12	9	3	12
" Angles on upper edge	3 1/2	3	7	3 1/2	3	7
Average space	48		48			
BEAMS, Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9
" Angles on upper edge	24		24			
Average space	9 1/2	9	9 1/2	9		
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	3 1/2	3 1/2	7	3 1/2	3 1/2	7
" Angles on upper edge	48		48			
Average space	m. h. Bulkhead		Iron 8 1/16	chuck		
BULKHEADS, In 'tween Deck, size and spacing	2 1/2	96	2 1/2	96		
" Hold	4 1/2	96	4 1/2	96		
Quarter 'tween Dks.,						
" in Hold						
WEB-FRAMES, In Fore Body, No. and spacing						
" No. of Side Stringers						
WEB-FRAMES, In E. & B. Space, No. & spacing						
" No. of Side Stringers						
WEB-FRAMES, In After Body, No. and spacing						
" No. of Side Stringers						
Size of Angles or Tee Bars to Web-Frames						
BRACKET PLATES to Stringers between Web-Frames, depth and thickness						

FORGINGS or CASTINGS.		Inches in Ship.		Or as Approved.			
KEEL, Vane or Side Plates, depth and thickness		11 x 2 7/8		11 x 2 7/8			
STEM, moulding and thickness		11 x 6 3/4		11 x 6 3/4			
STERN-POST for Rudder do. do.		11 x 6 3/4		11 x 6 3/4			
" for Propeller		9		9			
MAIN PIECE of Rudder, diameter at head		4 1/2		4 1/2			
" do. at heel							
RUDDER, how constructed		Ordinary frame, plated.					
Can the Rudder be unshipped afloat?		Yes.					
KEELSONS & STRINGERS.		Inches in Ship.	Inches in Ship.	Pitches or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Approved.	
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate)		Cellular					
" Rider Plate		sovereign					
" Bulb Plate to Intercoastal Keelson		Bottom					
" Horizontal Plates on Floors		all					
" Angles							
SIDE KEELSON, Angles							
" Bulb or Plate above floors, for length		fore & aft.					
" Intercoastal Plate, for length							
" Attached to outside Plating with Angle							
BILGE KEELSON, Angles							
" Bulb or Plate above floors, for length							
" Intercoastal Plate for length							
" Attached to outside Plating with Angle							
BILGE STRINGER Angles		6 1/2	4 1/2	13	6 1/2	4 1/2 13	
" Bulb Plate for face angle		6 1/2	4 1/2	14	6 1/2	4 1/2 14	
" Intercoastal Plate for whole length		23		9	23	9	
" Attached to outside Plating with Angle		3 1/2	3 1/2	10	3 1/2	3 1/2 10	
SIDE STRINGER Angles							
" Bulb or Intercoastal Plate, for length		5					
" Attached to outside plating with Angle							
Upper Deck Stringer Plates, br'dth & thickness		60	11	65	11		
" Angle on ditto		4 1/2	4 1/2	11	4 1/2	4 1/2 11	
" Tie Plates fore and aft, outside Hatchways		one stake increased 3/8					
" Deck * Iron or Steel, for whole length		7-6 7-6					
" Wood Deck, Material & thickness							
Middle Deck Stringer Plate, br'dth & thickness		55	10	55	10		
" Angles on ditto, No.		4-4	9	4-4	9		
" Tie Plates outside Hatchways		one stake increased 3/8					
" Diagonal Tie Plates on Bulk, No. of plates							
" Deck * Iron or Steel, for whole length		7-6 7-6					
" Wood Deck, Material & thickness							
Lower Deck Stringer Plate, br'dth & thickness							
" Angles on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck * Material and thickness							
Hold or Orlop Stringer Plate, br'dth & thickness							
" Angles on ditto, No.							
" Tie Plates outside Hatchways							
" Deck * Material and thickness							
Poop Deck Stringer Plate, breadth & thickness		36	7	36	7		
" Angle on ditto		3	3	3	3		
" Tie Plates		12 1/2	7	12 1/2	7		
" Deck, Material and thickness		4-4	9	4-4	9		
Bridge Deck Stringer Plate, br'dth & thickness		42	7	42	7		
" Angle on ditto		3 1/2	3 1/2	7	3 1/2	3 1/2 7	
" Tie Plates							
" Deck, Material and thickness		5 1/6	10	5 1/6	10		
Forecastle Deck Stringer Plate, b'dth & th'kns		36	7	36	7		
" Angle on ditto		3	3	3	3		
" Tie Plates							
" Deck, Material and thickness		5 1/6	10	5 1/6	10		
BULKHEADS.		Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up.
		In Vessel.	Per Rule.	Horizontal.	Vertical.		
				Size.	Size.	Spacing	
				Inches.	Inches.	Inches.	
W. T. BULKHEADS		6	6	7-6	8 1/2	5 1/2	48
PORT & STARBOARD							
LONGITUDINAL		m. h.	5 1/6	4-4	9	24	found
Are the outside Plates doubled two spaces of Frames in length?		No					
Are the Side Plates and Watertight Doors in efficient working order?		Yes					



PLATING.										RIVETING.																																																																																																																			
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																																			
STRAKES.	AMIDSHIP.		FORWARD.		AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble or for what Length.	RIVETS.		STRAIPS.		IF LAPPED.																																																																																																													
	Breadth.	Thickness.	Thickness.	Thickness.		Breadth.	Thickness.					Diam.	Spacing.	Breadth.	Thickness.	Breadth.	For what Length.																																																																																																												
FLAT PLATE KEEL	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
Of Bar Keel, state Riveting																																																																																																																													
Of A Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
Of B Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
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Of F Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
Of G Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
Of H Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
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Of J Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
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Of Q Strake	40	20	14	14	40	20	14	Double	6	1	4 1/2	4 bl	1	3 1/2	-	-	13 1/2	thick																																																																																																											
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DOUBLING OF Flat Plate Keel	Compensated for as approved.																																																																																																																												
Length of Bilge	Doubled below stringer at bilge ends.																																																																																																																												
Thickness of Sheerstrake	4																																																																																																																												
POOP SIDES	9x8																																																																																																																												
BRIDGE SIDES	9x8																																																																																																																												
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.: <i>Steel: Corbett Iron Co., South Durham Steel &amp; Iron Co., Iron: Durham Long &amp; Co., South Durham Steel and Iron Co.</i>																																																																																																																													
Has the Steel been tested as required by the Rules? <i>Yes.</i>																																																																																																																													
FRAMES extend in one length from <i>centre line</i> to <i>margin plate</i> & <i>chance</i> to <i>gunwale</i> . REVERSED FRAMES on floors and frames extend from <i>centre line</i> to <i>margin plate</i> and <i>chance</i> to <i>upper deck</i> . <i>for 1/2 length amidships and in way of 1/2 hatchways, alternately to main &amp; upper deck beyond 1/2 length</i>																																																																																																																													
MASTS, SPARS, &c.																																																																																																																													
<table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS.</th> <th rowspan="2">Material.</th> <th rowspan="2">Total Length.</th> <th colspan="3">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Heads.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td>Steel</td> <td>55' 10"</td> <td>20 x 2 1/2</td> <td>20 x 2 1/2</td> <td>18 x 2 1/2</td> <td>Two</td> <td>-</td> <td>-</td> <td>Simple</td> <td>Double</td> </tr> <tr> <td>Main</td> <td>"</td> <td>56' 10"</td> <td>20 x 2 1/2</td> <td>20 x 2 1/2</td> <td>18 x 2 1/2</td> <td>"</td> <td>-</td> <td>-</td> <td>"</td> <td>"</td> </tr> </tbody> </table>																			LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Heads.	Number.	Size.	Seams.	Butts.	Fore	Steel	55' 10"	20 x 2 1/2	20 x 2 1/2	18 x 2 1/2	Two	-	-	Simple	Double	Main	"	56' 10"	20 x 2 1/2	20 x 2 1/2	18 x 2 1/2	"	-	-	"	"																																																																			
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Rigging, Material and Size, Shrouds <i>4" gal. iron wire</i> , Stays <i>4 1/2" gal. iron wire</i> . Sails. <i>One</i> Suit of <i>fine and aft</i> Sails, and the following spare sails.																																																																																																																													
EQUIPMENT No. 38226 LETTER <i>WV</i> ANCHORS.																																																																																																																													
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX. STOCK.</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>39837</td> <td>1st Bower</td> <td>50</td> <td>3</td> <td>14</td> <td>42</td> <td>18</td> <td>1</td> <td>21</td> <td>50</td> <td>0</td> <td>0</td> <td>Stockless</td> <td>4 1/2" Bysers</td> <td>17.11.00</td> </tr> <tr> <td>39843</td> <td>2nd "</td> <td>48</td> <td>3</td> <td>0</td> <td>40</td> <td>8</td> <td>0</td> <td>50</td> <td>0</td> <td>0</td> <td>0</td> <td>Bysers Patent</td> <td>16"</td> <td>19.11.00</td> </tr> <tr> <td>39630</td> <td>3rd "</td> <td>43</td> <td>3</td> <td>7</td> <td>38</td> <td>10</td> <td>2</td> <td>14</td> <td>42</td> <td>2</td> <td>0</td> <td>Reliance</td> <td>10.10.00</td> <td></td> </tr> <tr> <td colspan="2">Collective weight</td> <td>143</td> <td>0</td> <td>21</td> <td>142</td> <td>2</td> <td>0</td> <td>142</td> <td>2</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>39689</td> <td>Stream</td> <td>12</td> <td>0</td> <td>0</td> <td>12</td> <td>0</td> <td>0</td> <td>12</td> <td>0</td> <td>0</td> <td>0</td> <td>Rodgers Patent</td> <td>10.10.00</td> <td>23.10.00</td> </tr> <tr> <td>39690</td> <td>Kedge</td> <td>6</td> <td>0</td> <td>0</td> <td>6</td> <td>0</td> <td>0</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>"</td> <td>10.10.00</td> <td>23.10.00</td> </tr> </tbody> </table>																			Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	39837	1st Bower	50	3	14	42	18	1	21	50	0	0	Stockless	4 1/2" Bysers	17.11.00	39843	2nd "	48	3	0	40	8	0	50	0	0	0	Bysers Patent	16"	19.11.00	39630	3rd "	43	3	7	38	10	2	14	42	2	0	Reliance	10.10.00		Collective weight		143	0	21	142	2	0	142	2	0	0				39689	Stream	12	0	0	12	0	0	12	0	0	0	Rodgers Patent	10.10.00	23.10.00	39690	Kedge	6	0	0	6	0	0	6	0	0	0	"	10.10.00	23.10.00
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39843	2nd "	48	3	0	40	8	0	50	0	0	0	Bysers Patent	16"	19.11.00																																																																																																															
39630	3rd "	43	3	7	38	10	2	14	42	2	0	Reliance	10.10.00																																																																																																																
Collective weight		143	0	21	142	2	0	142	2	0	0																																																																																																																		
39689	Stream	12	0	0	12	0	0	12	0	0	0	Rodgers Patent	10.10.00	23.10.00																																																																																																															
39690	Kedge	6	0	0	6	0	0	6	0	0	0	"	10.10.00	23.10.00																																																																																																															
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Boats <i>Two life boats and two others</i> Pumps, Number <i>One fly wheel manual pump</i> Windlass is <i>Iron, Emerson Walker &amp; Co. Patent</i> Engine Room Skylights. How constructed? <i>Leak on iron casing 4" x 6" above bridge deck.</i> What arrangements for deadlights in bad weather? <i>Thick glass bellows in hinged teak covers.</i> Coal Bunker Openings. How constructed? <i>Plate coverings</i> How are lids secured? <i>Tasmanian Lattens</i> Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>7 scuppers each side, 8 ports each side 36" x 18"</i> Ceiling in Holds, thickness and material <i>2 1/2" A.P.</i> Ceiling 'tween Decks, thickness and material <i>6" x 2" A.P. battens</i> Cargo Hatchways. How formed? <i>Plate coverings &amp; angles.</i> Hatches, If strong and efficient? <i>Yes.</i> State size No. 1 Hatch (Forward) <i>20' x 12' - 33'</i> No. 2 Hatch <i>24' x 16' - 33'</i> No. 3 Hatch <i>24' x 14' - 33'</i> No. 4 Hatch <i>20' x 12' - 33'</i> Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>One deck web plate 6' x 21" and 4", two ditto 6' x 2" &amp; 3". Three iron fore ladders in each.</i> No. of Breasthooks <i>5</i> deep <i>flange</i> No. of Crutches <i>2</i> deep <i>flange</i> Bulwarks, height above deck and description <i>4 plate 50"</i> Main Rail, material and size <i>6 1/2" x 3" 50"</i> The above is a correct description. <i>Yes</i> Builder's Signature <i>R. W. Dryden</i> Surveyor's Signature <i>E. B. C. Hampden</i> Builder's Name <i>R. W. Dryden</i> Surveyor's Name <i>E. B. C. Hampden</i>																																																																																																																													

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

1900 - May 24 (H), Aug. 1 (E), Dec. 17 (H), 1901 - Jan. 18 (H)

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 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 *Good*

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

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been built in accordance with the approved plans (4 in 4 1/2) which together with the foregoing reports, are attached hereto. The fore peak has been filled with water to load line and collision bulkhead found tight. The tunnel has been tested by water from a hose and found tight. Vessel placed in dry dock previous to completion, bottom cleaned and recoated.*

Drawings.  
 Midship Section  
 Profile  
 Sections at collision bulkhead  
 Pumping Plans.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *27* ft., R.Q.D. or Break *-* ft., Bridge Dk. *92* ft., F'castle *40* 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) *2 OKs (Upper Iron & Middle Steel) & deep framing, 3 x 12" rule.*

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

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

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	116	327	Fore peak tank.		
Double bottom, under Engines and Boilers.			After peak tank.		
Double bottom, if under Engines only.	24	95	Midship deep tank.		32 1/2
Double bottom, if under Boilers only.	148	464	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. *1811*

Date *25th May 1900*

No. *623* in builder's yard.

DATES OF SURVEYS held while building

1900. June 1, 11, 13, 14, 30, July 4, 7, 12, 20, 26, 27, 30, 31, Aug. 7, 14, 15, 16, 21, 24, 29, Sept. 10, 12, 18, 20, 25, Oct. 4, 10, 13, 15, 16, 17, 24, 26, 29, 31, Nov. 2, 5, 16, 18, 19, 21, 23, 26, 28, 29, Dec. 2, 5, 6, 11, 14, 20, 28, 1901. Jan. 4, 5, 14, 15, 16, 17, 21, 22, 23, 24, 26.

Total No. of Visits *70*

The amount of Entry Fee, £ *5*: :  
 Special Survey Fee, £ *117*: *16*: *6*  
 Travelling Expenses, if any £ *-*: :  
 Fees applied for, *30.1.1901*  
 Received by me, *30.1.1901*  
 Certificate to be sent to *W. Hartlepool.*

State whether the Vessel has been built under Special Survey *Yes.*  
 I am of opinion this Vessel should be Classed *100A1*  
 Without Freeboard, as condition of Class

Committee's Minute *FRI. 1 FEB 1901*

Character assigned *100A1 Steel*

*W. H. C. 1, 01*  
*White Hope.*

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