

3 Decks

IRON OR STEEL STEAMER.

Received at London Office. **MUN 24 OCT 1898**

Date of completion of report

21st October 1898Port of **WEST HARTLEPOOL**No. **10687**Survey held at **WEST HARTLEPOOL**

Date, First Survey

13th August 1897

Last Survey

20th October

1898.

On the

Steel S.S. Chicago

Rig

Schooner

TONNAGE under

1542.23

THREE DECKED VESSEL.

Master

Marshall

Do. between Tonnage Dk.

1649.60

CLASS **"100A1" Steel** FEET.

Year of appointment

(1) As Master in service of owner of present vessel: 1880

(2) As Master of this vessel: 1880

Total under Upper Dk.

6191.83

Half Breadth (moulded)

26.0

Do. of Poop Deck

26.47

Depth from upper part of Keel to top of Upper Deck Beams

35.68

Do. of Bridge

17.73

(with the normal round up of beam)

Do. of Forecastle

60.93

Girth of Half Midship Frame (as per Rule)

55.5

Do. of House

111.22

deduct 7 feet

7.0

Do. of excess Hatchways

-

1st Number

110.08

Do. above Crown of Engine Room

-

Length on deck from after part of stem to fore part of stern post

472.93

Do. of Room

6408.18

2nd Number

52060

Gross Tonnage

168.86

Proportions—Breadth to Length

9.09

Less Crew Space

6240.12

Depth to Length—Upper Deck to top of Keel

13.29

Less above Crown of Engine Room

2080.62

Managers

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

Residence

Hull

Less Engine Room

83.53

Port belonging to

Hull

Less Navigation Spaces

-

Register Tonnage

4125.97

Destined Voyage **River Tyne**Surveyed while Building **Afloat, or in Dry Dock**

| LENGTH on Deck as per Rule | Feet. | Inches. | BREADTH—Moulded | Feet. | Inches. | DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams | Feet. | Inches. | No. of Decks with flat laid | No. of Tiers of Beams |
|----------------------------|-------|---------|-----------------|-------|---------|---|-------|---------|-----------------------------|-----------------------|
| 472 | 11 | | 52 | 0 | | 31 | 4 | | 31 | 4 |

Dimensions of Ship per Register, Length 475.5 breadth 52.36 depth 31.15. Moulded depth, ft. 34 ins. 6 To Upper Dk. Round of Upper Dk. Beam, Actual 13 ins.

| FRAMING. | | | | FORGINGS & CASTINGS. | | | |
|---|----------------|----------------|----------------|--|----------------|----------------|----------------|
| Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship |
| FRAME, Angled Bars for 2 length amidships | | | | KEEL, Bar Angled Plates, depth and thickness | | | |
| 8 1/2 | 3 1/2 | 13 | 8 1/2 | 3 1/2 | 13 | 3 x 10 | 3 x 10 |
| Do. for 1/2 at each end | | | | STEM, moulding and thickness | | | |
| - | - | 12 | - | 12 | 3 3/8 | 12 x 3 3/8 | 12 x 3 3/8 |
| Do. in way of Double Bottoms at Solid Floors | | | | STERN-POST for Rudder do. do. | | | |
| 3 | 3 | 10 | 3 | 13 | 8 | 13 x 8 | 13 x 8 |
| at intermed. Bkts | | | | for Propeller | | | |
| 30 (6 26 flange) | 30 | | | 13 | 8 | 13 x 8 | 13 x 8 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | | | | MAIN PIECE of Rudder, diameter at head | | | |
| 30 (6 26 flange) | 30 | | | 10 1/2 | | 10 1/2 | 10 1/2 |
| REVERSE FRAME, Angles | | | | do. at heel | | | |
| 30 (6 26 flange) | 30 | | | 8 5/8 | 5 1/4 | 8 5/8 | 5 1/4 |
| DEEP FRAMING, depth of girder | | | | RUDDER, how constructed | | | |
| 30 (6 26 flange) | 30 | | | Can the Rudder be unshipped afloat? Yes. | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 2 length amidships | | | | KEELSONS & STRINGERS. | | | |
| 30 (6 26 flange) | 30 | | | CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | | |
| in way of Engines and Boilers | | | | Rider Plate | | | |
| 50 | 10 | 50 | 10 | Bull Plate to Intercoastal Keelson | | | |
| thickness at the ends of vessel | | | | Horizontal Plates on Floors | | | |
| 50 | 10 | 50 | 10 | Angles | | | |
| depth at 1/2 the half breadth, as per Rule | | | | SIDE KEELSON, Angles | | | |
| 50 | 10 | 50 | 10 | Bull or Plate above floors, for | | | |
| height extended at the Bilges | | | | Intercoastal Plate, for | | | |
| 50 | 10 | 50 | 10 | Attached to outside Plating with Angle | | | |
| FLOORS & BRACKETS in Cell Dble Bottoms | | | | BILGE KEELSON, Angles | | | |
| 30 (6 26 flange) | 30 | | | Bull or Plate above floors, for | | | |
| Distance apart | | | | Intercoastal Plate, for | | | |
| 30 (6 26 flange) | 30 | | | Attached to outside Plating with Angle | | | |
| CENTRE GIRDER, in Double bottom, depth and thickness | | | | BILGE STRINGER, Angles, plate, flange inner edge | | | |
| 4 | 4 | 10 | 4 | Bull Plate for | | | |
| 4 | 4 | 10 | 4 | Intercoastal Plate for | | | |
| Angles, Top | | | | Attached to outside Plating with Angle | | | |
| 5 | 5 | 11 | 5 | SIDE STRINGER, Angles, plate, flange inner edge | | | |
| Bottom | | | | Bull or Intercoastal Plate, for | | | |
| 5 | 5 | 11 | 5 | Attached to outside plating with Angle | | | |
| SIDE GIRDERS, number on each side & thickness | | | | Upper Deck Stringer Plates, br'dth & thickness | | | |
| 2 | 2 | 9 | 2 | Angle on ditto | | | |
| Angles | | | | Tie Plates fore and aft, outside Hatchways | | | |
| 2 | 2 | 9 | 2 | Deck * Iron or Steel, for | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | Wood Deck, Material and thickness | | | |
| 36 | 11 | 36 | 11 | Middle Deck Stringer Plate, br'dth & thickness | | | |
| Angles to Outside Plating | | | | Angles on ditto, No. | | | |
| 4 | 4 | 10 | 4 | Tie Plates outside Hatchways | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | Diagonal Tie Plates on Bms, No. of pss. | | | |
| 66 | 11 | 66 | 11 | Deck * Iron or Steel, for | | | |
| in Engine and Boiler space | | | | Wood Deck, Material and thickness | | | |
| 66 | 11 | 66 | 11 | Lower Deck Stringer Plate, br'dth & thickness | | | |
| Remainder in Holds | | | | Angles on ditto, No. | | | |
| 9 | 9 | 10 | 9 | Tie Plates, outside Hatchways | | | |
| BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Deck * Material and thickness | | | |
| 9 | 3 | 13 | 9 | Hold or Orlop Stringer Plate, br'dth & thickness | | | |
| Angles on upper edge | | | | Angles on ditto, No. | | | |
| 30 (6 26 flange) | 30 | | | Tie Plates outside Hatchways | | | |
| Average space | | | | Deck, Material and thickness | | | |
| 30 (6 26 flange) | 30 | | | Upper Deck Stringer Plate, breadth & thickness | | | |
| BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Angle on ditto | | | |
| 9 | 3 | 13 | 9 | Tie Plates | | | |
| Angles on upper edge | | | | Deck, Material and thickness | | | |
| 30 (6 26 flange) | 30 | | | Bridge Deck Stringer Plate, br'dth & thickness | | | |
| Average space | | | | Angle on ditto | | | |
| 30 (6 26 flange) | 30 | | | Tie Plates | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Deck, Material and thickness | | | |
| 9 | 3 | 13 | 9 | Forecastle Deck Stringer Plate, br'dth & thickness | | | |
| Angles on upper edge | | | | Angle on ditto | | | |
| 30 (6 26 flange) | 30 | | | Tie Plates | | | |
| Average space | | | | Deck, Material and thickness | | | |
| 30 (6 26 flange) | 30 | | | BULKHEADS. | | | |
| BEAMS, Hold, or Orlop, Plate or Tee Bulb | | | | Number, Thickness, STIFFENERS. | | | |
| Angles on upper edge | | | | In Vessel, Per Rule, Horizontal, Vertical, Single or Double Frames, Height up. | | | |
| Average space | | | | Size, Spacing, Size, Spacing, Size, Spacing | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | W. T. BULKHEADS | | | |
| 8 1/2 | 3 | 10 | 8 1/2 | No. of Side Stringers | | | |
| Angles on upper edge | | | | No. of Side Stringers | | | |
| 30 (6 26 flange) | 30 | | | Size of Angles on the Bms to Web-Frames | | | |
| Average space | | | | BRACKET PLATES to Stringers between frames, depth and thickness | | | |
| 30 (6 26 flange) | 30 | | | Are the outside Plates doubled two spaces of Frames in length? | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | Are the Watertight Doors in efficient working order? | | | |
| 7 | 3 | 9 | 7 | Yes. | | | |
| Angles on upper edge | | | | HPL 383-0018 (1/2) | | | |
| 30 | | 30 | | | | | |
| Average space | | | | | | | |
| 30 | | 30 | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on upper edge | | | | | | | |
| Average space | | | | | | | |
| PILLARS, In 'tween Deck, size and spacing | | | | | | | |
| Hold | | | | | | | |
| Quarter 'tween Dks. | | | | | | | |
| in Hold | | | | | | | |
| WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| WEB-FRAMES, In After Body, No. and spacing br'dth. & thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| Size of Angles on the Bms to Web-Frames | | | | | | | |
| BRACKET PLATES to Stringers between frames, depth and thickness | | | | | | | |
| | | | | | | | |

PLATING.

RIVETING.

| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES. | | | | BUTTS. | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------------------------------|--|-------------------|-----------------|---------|-------------------|---------------------------------------|---------|-------------------|----------|--|-------------------|------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | AMIDSHIP. | | FORWARD. | | AMIDSHIP. | | Single or Double. | Breadth or Lap. | Diam. | Spacing or to cr. | Double or Treble and for what Length. | RIVETS. | | STRAPS. | | IF LAPPED. | | | | | | | | | | | | | | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | | | | | | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | For what Length. | | | | | | | | | | | | | | | |
| | Inches. | <small>1/16ths</small> or <small>32ths</small> . | <small>1/16ths</small> or <small>32ths</small> . | <small>1/16ths</small> or <small>32ths</small> . | Inches. | <small>1/16ths</small> or <small>32ths</small> . | | Inches. | Inches. | Inches. | | Inches. | Inches. | Inches. | <small>1/16ths</small> or <small>32ths</small> . | Inches. | Feet. | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL..... | 48 | 20 | 15 | 15 | 48 | 20. | double | 6 | 1 | 1/4 | Treble | 1 | 3 1/2 | 19 1/2 | 15 | 24 inches outside | 10 1/2 | | | | | | | | | | | | | | | |
| GARBOARD OR A Strake ... | 51 | 15 | 14 | 14 | 51 | 15. | - | - | - | - | - | 7/8 | 3 1/2 | - | - | 9 | - | | | | | | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | B | 13 | 10 | 10 | - | 13. | - | - | - | - | - | 1 | 3 1/2 | - | - | 10 1/2 | - | | | | | | | | | | | | | | | |
| C | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | 7/8 | 3 1/2 | - | - | 9 | - | | | | | | | | | | | | | | | |
| D | 13 | 10 | 10 | 10 | - | 13. | - | - | - | - | - | 1 | 3 1/2 | - | - | 10 1/2 | - | | | | | | | | | | | | | | | |
| E | 15 | 12 | 12 | 12 | - | 15. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| F | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| G | 15 | 12 | 12 | 12 | - | 15. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| H | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| J | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| K | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| L | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| M | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| N | 14 | 11 | 11 | 11 | - | 14. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| O | 16 | 11 | 11 | 11 | - | 16. | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| P | 46 | 16 | 13 | 13 | 46 | 16 | - | - | - | - | - | - | - | 19 | 20 | - | - | | | | | | | | | | | | | | | |
| Q | 12 | 8 | 8 | 8 | 12 | 8 | - | - | - | - | - | 7/8 | 3 1/2 | 16 1/2 | 16 | - | - | | | | | | | | | | | | | | | |
| R | 14 | 8 | 8 | 8 | 14 | 8 | - | - | - | - | - | 1 | 3 1/2 | 19 | 18. | - | - | | | | | | | | | | | | | | | |
| DOUBLING PLATE KEEL. | End plate on Post increased as per Rule. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length of Bilge | 34 | 14 | for 3 | th. less amidship | Boys plating treble on post. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Sheerstrakes | doubled at 13 ends 18 ft | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Strake below | over Rule widths. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POOR SIDES | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| BRIDGE SIDES | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |
| FORWARD SIDES | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | |

Write "Sheer Strake" opposite its corresponding letter.

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.?

Mild Steel: Forman Longe & Co. N. Hpt. Blackow Telford & Co. Palmers S. Hpt.

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

Upper Deck (Butts, treble riveted for quadruple length amidship. Stringer Plate (Butts, single, double or overlapped for whole length amidship. Middle Deck (Butts, treble riveted for whole length amidship. Stringer Plate (Butts, single, double or overlapped for whole length amidship. Butts of Ribs & Side Stringers and Tie Plates, treble or double riveted. Inner Bottom Plating, riveting of Edges Double Butts Double Centre Girder Butts, treble riveted Keelson Butts, treble riveted Frames, riveted through Plates with 1 1/8 in. Rivets, about 6 x 5 1/4 apart. Rivets, state whether Iron or Steel *Iron rivets.*

FRAMES extend in one length from *tank sides* to *sunwall*. REVERSED FRAMES on floors *are double inside tanks, in engine & boiler space. Other floors flanged; built & framing above tank sides.*

| MASTS, SPARS, &c. | | | | | | | | | |
|-------------------|---------------|-------------------------|-----------|----------|---------|-------------------------|---------|-------|----------------|
| Material. | Total Length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLE. | | RIVETING. |
| | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | |
| Fore Mast | 95.0 | 28 x 8/16 | 26 x 7/16 | 16 x 1/2 | 9 x 1/4 | Two | | | Single, treble |
| Main Mast | 99.0 | 28 x 8/16 | 26 x 7/16 | 17 x 1/2 | 9 x 1/4 | | | | above |
| Mizen Mast | 87.0 | 26 x 8/16 | 24 x 7/16 | 17 x 1/2 | 9 x 1/4 | | | | deck |
| Foremast | 85.0 | 24 x 8/16 | 22 x 7/16 | 15 x 1/2 | 9 x 1/4 | | | | |

Rigging, Material and Size, Shrouds B. Charcoal iron wire 4 in. Stays B. Charcoal iron wire 4 in. Sails, one Suit of fore and aft Sails, and the following spinnaker.

| EQUIPMENT No. 62295 LETTER C + ANCHORS. | | | | | | | | | |
|---|-----------|-------------------|-----------------|------------------------------|----------------------|------------------------|----------------------|------------------------|---------|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK | | WEIGHT REQUIRED BY TABLE 22. | | TEST, PER CERTIFICATE. | | Description of Anchor. | Makers. |
| | | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Tons. cwt. qrs. lbs. | Tons. cwt. qrs. lbs. | Tons. cwt. qrs. lbs. | Tons. cwt. qrs. lbs. | | |
| 31899 | 1st Bower | 65 0 7 | stockless | 51 2 2 | 0 65 0 | 0 | 0 | Yggdrasil | 9/1/97 |
| 31903 | 2nd " | 64 2 0 | Cad. | 50 15 0 | 0 65 0 | 0 | 0 | Yggdrasil | 9/1/97 |
| 31902 | 3rd " | 62 3 7 | steel | 50 0 0 | 0 62 1 | 0 | 0 | Yggdrasil | 9/1/97 |
| 31898 | 4th " | 55 2 0 | head. | 45 13 3 | 0 55 1 | 0 | 0 | Yggdrasil | 9/1/97 |
| 14835 | Stream | 22 0 0 | 5 2 0 | 22 7 2 | 0 22 0 | 0 | 0 | Rodgers | 3/13/96 |
| 14806 | Kedge | 10 2 4 | 2 3 14 | 12 10 3 | 2 10 2 | 0 | 0 | Rodgers | 3/13/96 |

The certificate for cast steel heads of bower anchors (ed) S. S. Barker made 7/4/98

| CHAIN CABLES. | | | | | | | | | |
|------------------------|----------|-------|-----------------------|-----------------|------------------------------|-----------------|------------------|-------------------|--|
| Number of Certificate. | Fathoms. | Size. | TEST PER CERTIFICATE. | | WEIGHT REQUIRED BY TABLE 22. | | Description. | Makers of Cables. | When and where tested, and Superintendent. |
| | | | Tons. | Cwts. qrs. lbs. | Tons. | Cwts. qrs. lbs. | | | |
| 7848 | 150 | 2 1/2 | 106 7/16 | 45 7/16 | 89 0 1/4 | 300 | cast J. J. J. J. | Lowndes | 23/1/97 |
| 7799 | 150 | 2 1/2 | 149 7/16 | 148 3/16 | 0 | 0 | 2 1/2 | J. J. J. J. | 23/1/97 |
| 8009 | 120 | 1 1/2 | 31 1/2 | 106 1/4 | 106 0 7/16 | 120 x 1 1/2 | | | 23/1/97 |

Boats Four life and two others.

Pumps, Number As per approved plan Diameter of Barrel 6 in State whether they are in efficient working order *Yes.*

Windlass is Clarke Chapman & Coys. 4 ten wheel steam winches, same make, good.

Engine Room Skylights. How constructed? Iron hood, on iron casing, 7 ft. above upper B. deck.

What arrangements for deadlights in bad weather? Thick glass bulls eyes in iron lids.

Coal Bunker Openings. How constructed? Coaling hatch. How are lids secured? With side latches.

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Open rails, no freeing ports.

Ceiling in Holds, thickness and material As per approved plan. Ceiling 'tween Decks, thickness and material 3 in. R. sparring.

Cargo Hatchways. How formed? Plate coamings. Hatches, If strong and efficient? *Yes.*

State size No. 1 Hatch (Forward) 13.0 x 11.0 No. 2 Hatch 15.0 x 11.0 No. 3 Hatch 20.0 x 11.0 No. 4 Hatch 15.0 x 11.0

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch

Deck, such as shifting beam in each hatchway with No. of Breasthooks 5% deep floor No. of Crutches 2 deep floors.

Bulwarks, height above deck and description Open rails & stanchions. Main Rail, material and size Open rails & stanchions.

The above is a correct description.

Builder's Signature (here only) *Perf. Mills* Surveyor's Signature *C. E. Burney* 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)

1897. 22nd Feb. M. 10th Mar. M. 6th Nov. M. 7th Dec. E. 1898. 23rd Apr. M. *Freetown*

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? *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 *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 is good, and the vessel has been constructed in accordance with the approved plans, (fourteen) which together with the certificate for the forgings and castings, are attached hereto.*

The fore peak has been tested, by filling with water, to load line height; tunnel tested by a strong force of water from hose; and found satisfactory.

List of approved plans. (1) Midship section. (2) Profile. (3) Side stringers in Boiler room

(4) Bulkhead stiffening. (5) Girders under beams. (6) C.S. Stern frame. (7) C.S. Stern piece. (8) Built under foreing. (9) Deep midship tank. (10) Collars top of deep tank. (11) Pump plan. (12) Pipe drawing tank top. (13) Ceiling in hold. (14) Mast Plan.

A similar vessel to S.S. "Victoria." N. Hpt. Rpt. no 10433

Vessel fitted with E.C.C. Light. Rpt. not yet received from electrical engineers.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 78 ft., R.C.D. or Break 4, Bridge Dk 277 ft., F' castle 87 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The erections are connected by high bulwarks, cattle doors temporary dk. forming continuous shelter dk.*

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) *3 dks. (Ct.) web frames.*

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. | Water Capacity. | Where fitted. | Length. | Water Capacity. | Where fitted. | Length. | Water Capacity. | Where fitted. |
| | | | | | | | | | |
| Double bottom, aft, | 185.0 | 342. | Fore peak tank, | | | Double bottom, under Engines and Boilers, | 77.6 | 298. | After peak tank, |
| Double bottom, if under Engines and Boilers, | | | Double bottom, if under Engines only, | | | Double bottom, if under Boilers only, | | | Midship deep tank, |
| Double bottom, forward, | 147.6 | 496. | (If necessary, furnish further information by sketch.) | | | | | | Other tanks, if fitted, |

* 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. *1691*

Date *14th January*

No. *232* in builder's yard.

DATES OF SURVEYS held while building

1897: Aug. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

1898: Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Jul. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

The amount of Entry Fee £ *100* : : Fees applied for, *22. 0. 18 98*

Special Survey Fee £ *100* : : Received by me, *29. 10. 98*

Travelling Expenses, if any £ : : *163. 10. 98*

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

I am of opinion this Vessel should be Classed *100A1 Steel.*

Without Freeboard, as condition of Class

Committee's Minute *TUES. 25 OCT 1898*

Character assigned *100A1 Steel*

2 m.c. 10. 98 *3 dks. Sily + Web frames*

Alex. light

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