

3 Decks. *Shelter deck* IRON OR STEEL STEAMER.

TUES. FEB 19 1907

Received at London Office

Date of completion of report

Survey held at *Newcastle*

On the *German Steamer "Sedan"*

State if Report is also sent on the Machinery of the Vessel *Yes*

Date, First Survey *3rd July 1906*

Port of *Newcastle on Tyne*

No. *52390*

Last Survey *13th Feb. 1907*

Rig *Schooner*

TONNAGE under *4415.43*

Tonnage Deck... *4415.43*

Do. between Tonnage Dk. and 4th Dk. *4415.43*

Total under Upper Dk. *4415.43*

Do. of Poop *84.60*

Do. of Bridge House *154.43*

Do. of Forecastle *154.43*

Do. of Houses on Dk. *154.43*

Do. of excess of Hatchways *154.43*

Do. above Crown of *154.43*

Engine Room *46.54.46*

Less Crew Space *137.64*

Less above Crown of *137.64*

Engine Room *46.54.46*

TONNAGE FOR FEES *46.54.46*

Less Engine Room *1490.39*

Less Navigation Spaces *58.94*

Register Tonnage *2940.46*

as out on Beam *2940.46*

THREE DECKED VESSEL.

CLASS *100-A-1*

FEET.

Half Breadth (moulded) *25.84*

Depth from upper part of Keel to top of Upper Deck Beams *30.49*

Girth of *Midship* Frame (as per Rule) *53.08*

109.44

deduct 7 feet *4.00*

1st Number *102.44*

Length on deck from after part of stem to fore part of stern post *398.08*

2nd Number *40898*

Proportions—Breadth to Length *4.69*

Depth to Length—Upper Deck to top of Keel *12.92*

17.43

Main Deck ditto *17.43*

Destined Voyage *Hamburg*

If Surveyed while Building, Afloat, or in Dry Dock

Master *Edincklage*

Year of appointment *1907*

Built at *Newcastle*

When built *1906* Launched *14th Dec. 1906*

By whom built *Wm. G. Armstrong & Co. Ltd.*

Owner *Deutsche Dampfschiffahrts-Ges. Hamburg*

Managers *Hamburg*

Residence *Hamburg*

Port belonging to *Hamburg*

LENGTH on Deck *398* Breadth *25.84* Depth *30.49* Top of Floors to top of Upper Dk. Beams *30.49* No. of Decks with flat laid *3* No. of Tiers of Beams *3*

Dimensions of Ship per Register, Length *400.1* breadth *25.84* depth *29.0* Moulded depth, ft. *29* ins. *9* To Upper Dk. Round of Upper Dk. Beam, Actual *12 1/2* ins.

FRAMING.		Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	Inches per Rule	16ths or 20ths in Ship	Inches per Rule	Inches per Rule
FRAME, Angles, or <i>7 E or L</i> Bars for $\frac{1}{2}$ length amidships <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Do. for $\frac{1}{2}$ at each end <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>9</i>			
Do. in way of Double Bottoms at Solid Floors <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing of Frames from centre to centre <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEVERSED FRAME, Angles <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
DEEP FRAMING, depth of girder <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
in way of Engines and Boilers <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
thickness at the ends of vessel <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
depth at $\frac{1}{2}$ the half breadth, as per Rule <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
height extended at the Bilges <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
FLOORS & BRACKETS in Cell Dble Bottoms <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
state if flanged (top & bottom) <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
CENTRE GIRDER, in Double bottom, depth and thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles, Top <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Bottom <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
SIDE GIRDERS, number on each side & thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
state if flanged (top and bottom) <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
MARGIN PLATE, depth (exclusive of flange) and thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles to Outside Plating <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Floors <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Height of Floors at the Bilges <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
in Engine and Boiler space <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Remainder in Holds <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Hold, or Orlop, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Angles on upper edge <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
PILLARS, In 'tween Deck, size and spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Hold <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Quarter 'tween Dks. <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
in Hold <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
WEB-FRAMES, In Fore Body, No. and spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
brdth. & thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
No. of Side Stringers <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
WEB-FRAMES, In E. & B. Space, No. & spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
brdth. & thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
WEB-FRAMES, In After Body, No. and spacing <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
brdth. & thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
No. of Side Stringers <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
Size of Angles or Tee Bars to Web-Frames <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			
BRACKET PLATES to Stringers between Web Frames, depth and thickness <i>43 1/2</i>		<i>6</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>3 1/2</i>	<i>10</i>			

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness *11 1/2* *3 1/8*

STEM, moulding and thickness *11 1/2* *3 1/8*

SERN-POST for Rudder do. do. *11 1/2* *3 1/8*

for Propeller *11 1/2* *3 1/8*

MAIN PIECE of Rudder, diameter at head *10 1/2*

do. at heel *10 1/2*

RUDDER, how constructed *Forged Steel Single Plate 22*

Can the Rudder be unshipped afloat? *Yes*

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Rider Plate *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Bulb Plate to Intercoastal Keelson *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Horizontal Plates on Floors *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Angles *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

SIDE KEELSON, Angles *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Bulb or Plate above floors, for *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Intercoastal Plate for *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Attached to outside Plating with Angle *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

BILGE KEELSON, Angles *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2* *13*

Bulb or Plate above floors, for *6 1/2* *4 1/2* *13* *6 1/2* *4 1/2*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or joggled?				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL	18	20	14	14	18	20	double	6 3/4	1 1/8	5	Quad	1 1/8	4 1/2	-	-	16	Full		
GARBOARD OF A Strake	12	16	13	14	12	16	"	6 1/4	1 1/8	"	"	1 1/8	4 1/2	-	-	14	1/2		
State actual thickness in way of Double Bottom.	10	12	10	13	10	12	"	5 1/4	1 1/8	3 1/2	"	1 1/8	4 1/2	-	-	12	"		
B	12	12	10	14	12	12	"	"	"	"	"	"	"	-	-	"	"		
C	12	12	10	14	12	12	"	"	"	"	"	"	"	-	-	"	"		
D	13	13	10	15	13	13	"	"	"	"	"	"	"	-	-	"	"		
E	13	13	10	13	13	13	"	"	"	"	"	"	"	-	-	"	"		
F	13	13	10	13	13	13	"	"	"	"	"	"	"	-	-	"	"		
G	13	13	10	13	13	13	"	"	"	"	"	"	"	-	-	"	"		
H	13	13	10	10	13	13	"	"	"	"	"	"	"	-	-	"	"		
J	13	13	10	10	13	13	"	"	"	"	"	"	"	-	-	"	"		
K	13	13	10	10	13	13	"	6	1	4 1/8	"	"	"	-	-	"	3/4		
Shelter Sheer	14	14	10	10	14	14	"	-	"	"	"	1	4	-	-	14	"		
M																			
N																			
O																			
P																			
Q																			
R																			
S																			
Double of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			

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. *Siemens Martin Steel*

Consent of *Palmer & Sons* to the use of the name of the company in the name of the vessel.

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

Upper Deck Butts, treble riveted for *Full* length amidship.

Stringer Plate Straps, single, double or overlapped for *Full* length amidship.

Middle Deck Butts, treble riveted for *Full* length amidship.

Stringer Plate Straps, single, double or overlapped for *Full* length amidship.

Butts of Bilge & 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 1/4* apart.

Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *Keel to Bilge and Bilge to Gunwale* State if ordinary or joggled *Joggled*

REVERSED FRAMES on floors and frames extend from *to upper shelter and alternately* State if ordinary or joggled *Ordinary*

I all to upper deck in after peak

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	91	29 1/2	29 1/2	29 1/2	29 1/2	2			Single	Double
	Main	90	29 1/2	29 1/2	29 1/2	29 1/2	2			"	"
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.	Good	Suit of One									

EQUIPMENT No. 48830 LETTER Z										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.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.		
8693	1st Bower	65	2	0	Stockless	57	5	0	63	3	0	Stockless Bower No. 1	Judd and						
8694	2nd "	63	3	0	do	50	7	2	63	3	0	do	W. S. Kelf						
30830	3rd "	43	2	0	11	0	18	38	5	0	27	2	0	Rodgers. Ball of Dudley	W. S. Kelf				
	4th "	11	0	18															
	Collective weight	183	3	18															
30831	Stream	14	2	0	5	0	6	18	12	2	0	17	2	0	do	do	30th Dec. 06		
30832	Kedge	4	2	5	2	0	4	9	13	3	0	4	2	0	do	do	(Sgd) W. S. Kelf		

CHAIN CABLES.										HAWERS AND WARPS									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 22.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 22.				
	Length.	Diam.		Supplied.	Per Table 22.	Length.	Diam.					Length.	Cir.		Length.	Cir.			
31112	135	2 1/4	91	8 1/2	2 1/2	1.034	1.092	2 1/2	Carl of W. S. Kelf			120	5	59	120	5			
31113	135	2 1/4	91	8 1/2	2 1/2	1.034	1.092	2 1/2	do			190	4	33	190	8			
Iron Stream Chain or Steel Wire	90	1 1/4	28	12	5 1/4	1.134	1.092	2 1/2	do			190	8		190	7			
									do			190	7						

Boats *4 and Good*

Pumps, Number *1* *Gommon* *1 1/2* and pump Diameter of Barrel *5* State whether they are in efficient working order *Yes*

Windlass is *Patent Steam* Capstan

Engine Room Skylights.—How constructed? *Steel Coaming and Top*

What arrangements for deadlights in bad weather? *Strong glass Bullseyes &c*

Coal Bunker Openings.—How constructed? *Steel Coamings* How are lids secured? *Battered* Height above deck? *32*

Number of Scuppers, and numbers and dimensions of *Freeing Ports, &c.* *8 Scuppers and 1 Freeing Port 21 1/2" each side*

Ceiling in Holds, thickness and material *2 1/2 pine*

Cargo Hatchways.—How formed? *Steel Coamings* Hatches, If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *25' 0" x 16' 0"* No. 2 Hatch *31' 3" x 16' 0"* No. 3 Hatch *29' 2" x 16' 0"* No. 4 Hatch *29' 2" x 16' 0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 Web plates & 3 beams as per app'd. Plan*

No. of Breasthooks *4* No. of Crutches *5*

Bulwarks, height above deck and description *Open Rails & Stauchions* Main Rail material and size *1 1/2*

The above is a correct description.

Builder's Signature (here only) *J. Saxton White* Surveyor's Signature *James M. Neil* 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) 9/5/06

12/5/06; 19/5/06; 30/7/06; 9/8/06

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? Jagged Frames

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? a very 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.) This Steel Steam Steamer has been constructed in accordance with the approved, amended Midship Section

forwarded to London on the 13th instant and plans attached, the Secretary's letters and in other respects with the Rules to

Class 100-A-1. Shelter deck and the materials and workmanship throughout are good

You will please note that this steamer is a nearly similar vessel to the "S. S. Sakharah", Newcastle

Report N^o 57,609.

A blue print copy of the approved & amended Midship Section is forwarded to be retained in London with this report, but please return the original approved plans for

guidance in the construction of the sister vessels N^o 493 &c

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop—ft., R.Q.D. or Break—ft., Bridge Dk.—ft., F'castle—ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Shelter deck all fore and aft as per approved plans

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 (Steel) & Shelter deck (Steel N.S.) & deep framing

Official No. ; Signal Letters

State if Machinery is fitted aft No

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

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	123	308	Fore peak tank,		
Double bottom, under Engines and Boilers,	67	265	After peak tank,	10	29
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	154	414	Other tanks, if fitted,		
Total capacity		987	(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 2837

Date 21.6.06

No. 486 in builder's yard.

DATES of Surveys held while building

1906. July 3, 24, 26. Aug 7, 8, 10, 14, 20, 22, 27, 29, 30. Sep 3, 6, 11, 13, 18, 21, 27. Oct. 3, 5, 9, 10, 11, 12, 13, 16, 24, 26, 29, 31. Nov 5, 9, 13, 16, 19, 21, 26, 27, 29, 30. Dec 3, 4, 5, 7, 10, 12, 14, 19, 24, 28. 1907. Jan 7, 10, 25, 28, 29, 31. Feb 4, 6, 7, 13.

Total No. of Visits 61

The amount of Entry Fee £ 5 : : :

Special Survey Fee £ 138 : : :

Travelling Expenses, if any £ : : :

Fees applied for,

18 FEB 1907

Received by me,

2072/07

Certificate to be sent to Newcastle-on-Tyne.

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100-A-1. Shelter deck

With Freeboard

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

Committee's Minute

Character assigned

FRI. FEB 22 1907

100A1

Shelter deck with fld 5. 4. 1"

Lloyd's reg. P

+ Lmb 2.07

F. D. Elec. lights



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Lloyd's Register
Foundation

W1587-0186 C2

5. 22/2/07