

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

IRON OR STEEL STEAMER.

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

Date of completion of Report

Date, First Survey

Yes.

Received at London Office

No. 23853

WED. 21 OCT 1908

Survey held at

On the

TONNAGE under

Do. of Poop

Do. of Raised Or.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Below Crown of R+ 28.45

Register Tonnage

as cut on Beam

Sunderland

Steel Screw Steamer

19th October 1908

12th June 1908

Port of

Rig

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

Surveyed while Building, Afloat, or in Dry Dock

Special Survey

ONE OR TWO DECKED VESSEL.

CLASS 100 A1

FEET.

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck Bms.

Girth of Half Midship Frame (as per Rule)

1st Number

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

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock

Special Survey

Special Survey

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FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

MAIN PIECE of Rudder, diameter at head

RUDDER, how constructed

Can the Rudder be unshipped afloat?

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plates

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE STRINGER Angles

Bulb Plate for

Intercoastal Plate for

Attached to outside plating with Angle

2SIDE STRINGER Angles

Bulb or Intercoastal Plate for

Attached to outside plating with Angle

Main and Raised Quarter Deck Stringer

Plate, breadth and thickness

Angle on ditto

Tie Plates, outside Hatchways

Diagonal Tie Plates on Bms. No. of Pairs

Main Dk* Iron or Steel for

R. Q. Dk* Iron or Steel for

Wood Deck, Material & thickness

Lower Deck Stringer Plate, breadth and

thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck* Material and thickness

Hold Stringer Plate

Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge or Pt. Awing Deck Stringer Plate, breadth and thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

STIFFENERS.

BULKHEADS.

W.T. BULKHEADS

PARTITION

LONGITUDINAL

Are the outside Plates doubled two spaces of Frames in length?

Are the Clance Valves and Watertight Doors in efficient working order?

Inches in Ship.

Inches per Rule.

Inches in Ship.

Inches per Rule.

Inches in Ship.

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Inches in Ship.

Inches per Rule.

PLATING. RIVETING.

STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS.

FLAT PLATE KEEL. GABBOARD OF A STRAKE. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z. AA. AB. AC. AD. AE. AF. AG. AH. AI. AJ. AK. AL. AM. AN. AO. AP. AQ. AR. AS. AT. AU. AV. AW. AX. AY. AZ. BA. BB. BC. BD. BE. BF. BG. BH. BI. BJ. BK. BL. BM. BN. BO. BP. BQ. BR. BS. BT. BU. BV. BW. BX. BY. BZ. CA. CB. CC. CD. CE. CF. CG. CH. CI. CJ. CK. CL. CM. CN. CO. CP. CQ. CR. CS. CT. CU. CV. CW. CX. CY. CZ. DA. DB. DC. DD. DE. DF. DG. DH. DI. DJ. DK. DL. DM. DN. DO. DP. DQ. DR. DS. DT. DU. DV. DW. DX. DY. DZ. EA. EB. EC. ED. EE. EF. EG. EH. EI. EJ. EK. EL. EM. EN. EO. EP. EQ. ER. ES. ET. EU. EV. EW. EX. EY. EZ. FA. FB. FC. FD. FE. FF. FG. FH. FI. FJ. FK. FL. FM. FN. FO. FP. FQ. FR. FS. FT. FU. FV. FW. FX. FY. FZ. GA. GB. GC. GD. GE. GF. GG. GH. GI. GJ. GK. GL. GM. GN. GO. GP. GQ. GR. GS. GT. GU. GV. GW. GX. GY. GZ. HA. HB. HC. HD. HE. HF. HG. HH. HI. HJ. HK. HL. HM. HN. HO. HP. HQ. HR. HS. HT. HU. HV. HW. HX. HY. HZ. IA. IB. IC. ID. IE. IF. IG. IH. II. IJ. IK. IL. IM. IN. IO. IP. IQ. IR. IS. IT. IU. IV. IW. IX. IY. IZ. JA. JB. JC. JD. JE. JF. JG. JH. JI. JJ. JK. JL. JM. JN. JO. JP. JQ. JR. JS. JT. JU. JV. JW. JX. JY. JZ. KA. KB. KC. KD. KE. KF. KG. KH. KI. KJ. KK. KL. KM. KN. KO. KP. KQ. KR. KS. KT. KU. KV. KW. KX. KY. KZ. LA. LB. LC. LD. LE. LF. LG. LH. LI. LJ. LK. LL. LM. LN. LO. LP. LQ. LR. LS. LT. LU. LV. LW. LX. LY. LZ. MA. MB. MC. MD. ME. MF. MG. MH. MI. MJ. MK. ML. MM. MN. MO. MP. MQ. MR. MS. MT. MU. MV. MW. MX. MY. MZ. NA. NB. NC. ND. NE. NF. NG. NH. NI. NJ. NK. NL. NM. NO. NP. NQ. NR. NS. NT. NU. NV. NW. NX. NY. NZ. OA. OB. OC. OD. OE. OF. OG. OH. OI. OJ. OK. OL. OM. ON. OO. OP. OQ. OR. OS. OT. OU. OV. OW. OX. OY. OZ. PA. PB. PC. PD. PE. PF. PG. PH. PI. PJ. PK. PL. PM. PN. PO. PP. PQ. PR. PS. PT. PU. PV. PW. PX. PY. PZ. QA. QB. QC. QD. QE. QF. QG. QH. QI. QJ. QK. QL. QM. QN. QO. QP. QQ. QR. QS. QT. QU. QV. QW. QX. QY. QZ. RA. RB. RC. RD. RE. RF. RG. RH. RI. RJ. RK. RL. RM. RN. RO. RP. RQ. RR. RS. RT. RU. RV. RW. RX. RY. RZ. SA. SB. SC. SD. SE. SF. SG. SH. SI. SJ. SK. SL. SM. SN. SO. SP. SQ. SR. SS. ST. SU. SV. SW. SX. SY. SZ. TA. TB. TC. TD. TE. TF. TG. TH. TI. TJ. TK. TL. TM. TN. TO. TP. TQ. TR. TS. TT. TU. TV. TW. TX. TY. TZ. UA. UB. UC. UD. UE. UF. UG. UH. UI. UJ. UK. UL. UM. UN. UO. UP. UQ. UR. US. UT. UU. UV. UW. UX. UY. UZ. VA. VB. VC. VD. VE. VF. VG. VH. VI. VJ. VK. VL. VM. VN. VO. VP. VQ. VR. VS. VT. VU. VV. VW. VX. VY. VZ. WA. WB. WC. WD. WE. WF. WG. WH. WI. WJ. WK. WL. WM. WN. WO. WP. WQ. WR. WS. WT. WU. WV. WW. WX. WY. WZ. XA. XB. XC. XD. XE. XF. XG. XH. XI. XJ. XK. XL. XM. XN. XO. XP. XQ. XR. XS. XT. XU. XV. XW. XX. XY. XZ. YA. YB. YC. YD. YE. YF. YG. YH. YI. YJ. YK. YL. YM. YN. YO. YP. YQ. YR. YS. YT. YU. YV. YW. YX. YY. YZ. ZA. ZB. ZC. ZD. ZE. ZF. ZG. ZH. ZI. ZJ. ZK. ZL. ZM. ZN. ZO. ZP. ZQ. ZR. ZS. ZT. ZU. ZV. ZW. ZX. ZY. ZZ.

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, outside Plating, &c.?

Steel Plates: - Consell, S. Durham, B.V. & Co. Angles: - Consell, Cargill, Dorman Iron plates: - None

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

FRAMES extend in one length from Centre Line to margin Plate if ordinary or jogged

REVERSED FRAMES on floors and frames extend from Centre Line to margin Plate if ordinary or jogged

Frame legs = bull angle.

MASTS, SPARS, &c.

LOWER MASTS. Fore. Main. Mizen.

Topmasts, Main and Remainder of Spars Pine

Rigging, Material and Size, Shrouds Galvanized steel wire 3' Stays 3' x 3 1/2'

Sails. One Suit of schooner Sails and the following spare sails.

Equipment No. 12378 Letter R

ANCHORS. Tonnage U.D.K. or Plating No. for Translating

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.

CHAIN CABLES. Length and size supplied. Test per Certificate. Weight of Chain Cable. Length & Size per Table 22. Description. Makers of Cables. Where and when tested and Superintendent.

HAWSERS AND WARPS. Length and size supplied. Test per Certificate. Weight of Hawser or Warp. Length & Size per Table 22. Description. Makers of Cables. Where and when tested and Superintendent.

Boats. Two Lifeboats 19'0". One Dinghy 15'0".

Pumps, Number One ordinary down for Diameter of Barrel 4 1/2". State whether they are in efficient working order Yes.

Windlass is Emerson Walker & Thompson's Three steam winches.

Engine Room Skylights. - How constructed? Plates & angles: 7'9" above R.Q.D.

What arrangements for deadlights in bad weather? Steel flaps & bulls eyes.

Coal Bunker Openings. - How constructed? Plates & angles. How are lids secured? Bottoms & cleats Height above deck? R.Q.D. T.6

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 3 Scuppers each side forward & 3 each side aft. 3 freeing Ports each side forward 8'0" x 1'9 1/2". 4 each side aft 2'7" x 1'5 1/2".

Ceiling in Holds, thickness and material Pine 2 1/2"

Cargo Batts, thickness and material Communion 2 1/2" x 4"

Cargo Hatchways. - How formed? Usual construction, plates & angles Hatches. - If strong and efficient? Pine 3"

State size No. 1 Hatch (Forward) 18'4" x 18'3" No. 2 Hatch 31'2" x 19'10" No. 3 Hatch 23'10" x 18'10" No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 Hatch = 3 webs. No. 2 = 6 webs. No. 3 = 4 webs. No. 4 = 2 webs.

Bulwarks, height above deck and description 48" x 5'00" steel Main Rail and Stays, material and size Tysack's patent Stays = Bull 8' x 7'00" 6 x 3"

The above is a correct description.

Builder's Signature (here only) John Brown & Sons Ltd. 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 the case).

M-3rd June. M-6th June. E-19th June. M-25th July. M-16th September 1908.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped.

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 the plating? Very few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? 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 vessel has been constructed in accordance with the approved plans. The Secretary's Letter as mentioned above & in other respects in compliance with the requirements of the Rules. The material & workmanship are good. The hull has been tested & found to be watertight.

The Freeboard assigned in the Secretary's Letter dated 6th October 1908 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No 23839.

The Surveyor should state the Number of Report and Name of any Sister Vessel. None.

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop 18'9 1/2" ft., R.Q.D. 77'0" ft., Bridge Dk. 9'6" ft., F'castle 24'7" ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Deeper 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 D (5 1/2") + Deep Framing well Deck

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	40	46	Fore peak tank,	-	25
Double bottom, under Engines and Boilers.			After peak tank,	-	82
Double bottom, if under Engines only.			Deep tank, aft		
Double bottom, if under Boilers only.			Deep tank, forward		
Double bottom, forward.	77	111	Other tanks, if fitted.		

Total capacity of double bottom 157 (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. 4431

Date 5.5.08

No. 128 in builder's yard

1908: June 12, 16, 23, 29, July 1, 6, 8, 14, 17, 24, 27, 28, 30, Aug: 4, 11, 18, 19, 21, 24, 26, 28, 31, Sept 2, 3, 8, 10, 12, 14, 15, 19, 22, 23, 25, Oct 2, 4, 7, 8, 9, 12, 13, 14

The amount of Entry Fee 3 : 0 : 0 Fees applied for, 20.10.1908

Special 38 : 6 : 0 Received by me, 22.10.1908

Travelling Expenses, if any £ : : :

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

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

Without Freeboard, as condition of Class

Committee's Minute

Character assigned

FRI. 23 OCT 1908

10001

Lloyd's Reg. P. + Lm 61008

W1642 - 02632