

[illegible]

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

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

Is the riveted work properly closed?

Are the liners between the frames and plates solid single pieces?

to plate, &c., conform well to each other?

from the faying surfaces?

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plan, the Centaur letter and in general conformity with the Rules for the 100 A. 1. Class. The deck & stringers have been tested by loading & flooding & found satisfactory. The redheads supplied by the Committee have been weighed on the vessel's scale & approved. The workmanship & material are good. This vessel is stated to have passed at Newcastle on the 16th July, while proceeding to that port to have her Engines & Boilers fitted on board. After completion, she was placed at the Mercantile Dry Dock, Newcastle-on-Tyne, where the bottom examined, when it was found that no damage had been sustained.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26 ft., R.Q.D. or Break ft., Bridge Dk. 90 ft., F'castle 30 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)

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	116	282	Fore peak tank,		
Double bottom, forward,	144	400	After peak tank,		88
Double bottom, under Engines and Boilers,	40	118	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules

Order for Special Survey No. 3551

Date 7.10.04

Order for Ordinary Survey No.

Date

No. 115 in builder's yard

DATES OF SURVEYS held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

1904 Jan. 15, 21, 22, 29 Feb. 7, 22, 24 Mar. 2, 7, 10, 14, 24 Apr. 7, 8 May 6, 9, 12, 19, 26, 30 June 3, 7, 10, 14, 28, 29 July 1 Aug. 4, 12, 18, 22, 24, 29, 31

Total No. of Visits 37

The amount of Entry Fee.....£ 5

Special Survey Fee ..£ 122.8

Travelling Expenses, if any ..£ 2.2

Applied for 24/9/04

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

Fees applied for,

16 Sept 1904

Received by me,

12.10.04

100 A. 1. Spar Dk

with freeboard

Certificate to be sent to

Newcastle-on-Tyne

M. S. S. S. S.

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

Committee's Minute

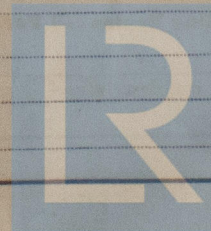
Character assigned

TUES. 27 SEP 1904

100 A. 1. Steel

Spar dk with freeboard

Lloyd's ACP + LMC 8.04



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Lloyd's Register

W614+00932