

Spar, or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 21668

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

Port of *Sunderland* Date of completion of Report *11<sup>th</sup> Feb 04* Received at London Office *1UES. 16 FEB 1904*

Survey held at *Sunderland* Date, First Survey *21<sup>st</sup> April 1903* Last Survey *2<sup>nd</sup> February 1904*

On the *Steel screw steamer "SAINT EGBERT"* Rig *Schooner*

## TONNAGE under

Tonnage Deck...  
Do. between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk.Total under Upper Dk. *3492.95*

Do. of Poop *34.54*  
Do. of Bridge House *51.44*  
Do. of Forecasts *54.86*  
Do. of Houses on Deck *33.12*  
Do. of excess of Hatchways *82.73*  
Do. above Crown of  
Engine Room *3749.33*

Gross Tonnage *3749.33*Less Crew Space *105.58*Less above Crown of *82.73* *188.31*Engine Room *3561.02*TONNAGE FOR FEES... *3561.02*Less Engine Room *1199.79*Less Navigation Spaces *50.29* *1167.35*+ Crown of En Rm *82.73*Register Tonnage *2393.67*

as cut on Beam...

## SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100 A.1.*

FEET.

Half Breadth (moulded) *23.00*Depth from upper part of keel to top of Main Deck Beams *21.125*Girth of Half Midship Frame (as per Rule) *40.874*1st Number *84.999*Length *359.0*2nd Number *30514.64*Proportions—Breadths to Length *7.8*Depths to Length—Main Deck to top of Keel *16.99*Destined Voyage *Trip to Plate beach on*Master *C. E. Caffarata*Year of Appointment *(1) As Master in service of  
(2) As Master of this  
vessel 1894  
1904*Built at *Sunderland*When built *1903-04* Launched *5<sup>th</sup> Dec 03.*By whom built *W. Pickersgill & Sons*Owners *British & Foreign S.S. Co. Ltd.*Managers *Hankin & Gilmour & Co*

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

Residence *Liverpool*Port belonging to *Liverpool*

and

Port belonging to *Liverpool*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid Two  
as per Rule. 359 0 Moulded 46 0 Do. Main Deck Beams 25 62 Engines 343 No. of Tiers of Beams Two

Dimensions of Ship per Register, Length *361.0* breadth *46.25* depth *25.6* Spar or Awning Dk. Moulded depth, ft. *20* ins. *2* To Main Dk. Round up of *11* ins.  
Main Deck.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FRAME, Angles, or <i>TE</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>9 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>11</i>
Do. for $\frac{1}{2}$ at each end <i>(in pairs 3 x 3 1/2 x 1/4)</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>10</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
at intermdt. Bkts.	<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	-	-	<i>24</i>	-	-
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
DEEP FRAMING, depth of girder	<i>9 1/2</i>	-	-	<i>9 1/2</i>	-	-
FLOORS, depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships	-	-	-	-	-	-
in way of Engines and Boilers	-	-	-	-	-	-
thickness at the ends of vessel	-	-	-	-	-	-
depth at $\frac{1}{2}$ the half bath. as per Rule	-	-	-	-	-	-
height extended at the Bilges	-	-	-	-	-	-
FLOORS & BRACKETS, in Cell Dble Bottoms	-	-	<i>8</i>	-	-	<i>8</i>
Distance apart	<i>48</i>	-	-	<i>48</i>	-	-
CENTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>	-	<i>10</i>	<i>42</i>	-	<i>10</i>
Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
Bottom	<i>6 1/2</i>	<i>4</i>	<i>11</i>	<i>6 1/2</i>	<i>4</i>	<i>11</i>
SIDE GIRDERS, number and thickness	<i>Three</i>	-	<i>8</i>	<i>Three</i>	-	<i>8</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>35</i>	-	<i>9</i>	<i>35</i>	-	<i>9</i>
Angles	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>	-	<i>10</i>	<i>36</i>	-	<i>10</i>
thickness in Engine and Boiler space	<i>7/8</i>	<i>11/16</i>	-	<i>7/8</i>	<i>11/16</i>	-
Remainder in Holds	-	-	<i>8/16</i>	-	-	<i>8/16</i>
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>3</i>	<i>10</i>
Angles on upper edge <i>BEAMS UNDER BRIDGE</i>	<i>9</i>	<i>3 1/2</i>	<i>11</i>	<i>9</i>	<i>3 1/2</i>	<i>11</i>
Average space	<i>24</i>	-	-	<i>24</i>	-	-
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>3 1/2</i>	<i>12</i>	<i>9</i>	<i>3 1/2</i>	<i>12</i>
Angles on upper edge	-	-	-	-	-	-
Average space	<i>24</i>	-	-	<i>24</i>	-	-
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, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	<i>8</i>
Angles on upper edge	-	-	-	-	-	-
Average space	<i>24</i>	-	-	<i>24</i>	-	-
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	<i>8</i>
Angles on upper edge	-	-	-	-	-	-
Average space	<i>24</i>	-	-	<i>24</i>	-	-
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	<i>8</i>
Angles on upper edge	-	-	-	-	-	-
Average space	<i>24</i>	-	-	<i>24</i>	-	-
PILLARS, In tween Deck, size and spacing	<i>2 7/8</i>	-	<i>48</i>	<i>2 7/8</i>	-	<i>48</i>
Hold	<i>5</i>	-	<i>48</i>	<i>5</i>	-	<i>48</i>
Quarter, tween Dks.	-	-	-	-	-	-
in Hold	-	-	-	-	-	-
WEB FRAMES, In Fore Body, No. and spacing	-	-	-	-	-	-
No. of Side Stringers	-	-	-	-	-	-
WEB FRAMES, In E. & B. Space, No. and spacing	<i>One</i>	-	-	<i>One</i>	-	-
brdth. & thickness	<i>36</i>	-	<i>8</i>	<i>36</i>	-	<i>8</i>
WEB FRAMES, In After Body, No. and spacing	<i>One in deep tank</i>	-	-	-	-	-
brdth. & thickness	<i>24</i>	-	<i>8</i>	<i>24</i>	-	<i>8</i>
No. of Side Stringers	-	-	-	-	-	-
Size of Angles or Tee Bars to Web Frames	<i>6 1/2</i>	<i>4</i>	<i>10</i>	<i>6 1/2</i>	<i>4</i>	<i>10</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	-	-	-	-	-	-

FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	<i>Flat plate</i>	-	-	<i>heel</i>	-	-
STEM, moulding and thickness	<i>11 x 2 1/4</i>	-	-	<i>11 x 2 1/4</i>	-	-
STERN-POST for Rudder do. do.	<i>11 x 6 1/2</i>	-	-	<i>11 x 6 1/2</i>	-	-
for Propeller	<i>11 x 6 1/2</i>	-	-	<i>11 x 6 1/2</i>	-	-
MAIN PIECE of Rudder, diameter at head do. at heel	<i>9 1/4</i> <i>6 1/4</i>	-	-	<i>9 1/4</i> <i>6 1/4</i>	-	-
RUDDER, how constructed <i>Forged and built</i>	-	-	-	-	-	-
Can the Rudder be unshipped afloat? <i>yes</i>	-	-	-	-	-	-
KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	-	-	-	-	-	-
Rider Plate	-	-	-	-	-	-
Bulb Plate to Intercoastal Keelson	-	-	-	-	-	-
Horizontal Plates on Floors	-	-	-	-	-	-
Angles	-	-	-	-	-	-
SIDE KEELSON, Angles	-	-	-	-	-	-
Bulb or Plate above floors, for length	-	-	-	-	-	-
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	-	-	-	-	-	-
Bulb Plate, for length	-	-	-	-	-	-
Intercoastal Plate, for length	-	-	-	-	-	-
Attached to outside plating with Angle	-	-	-	-	-	-
SIDE STRINGER Angles	<i>10</i>	<i>3 1/2</i>	<i>15</i>	<i>10</i>	<i>3 1/2</i>	<i>15</i>
Bulb or Intercoastal Plate, for length	<i>19 1/2</i>	<i>11</i>	<i>19 1/2</i>	<i>19 1/2</i>	<i>11</i>	<i>19 1/2</i>
Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>
Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>54</i>	<i>10</i>	<i>54</i>	<i>10</i>	-	-
Angle on ditto	<i>4 1/2 x 4 1/2 x 11</i>	-	-	<i>4 1/2 x 4 1/2 x 11</i>	-	-
Tie Plates, fore and aft, outside Hatchways	<i>deck plating increased</i>	-	-	-	-	-
Diagonal Tie Plates, No. of prs.	-	-	-	-	-	-
Deck, * Iron or Steel, for length	-	-	-	-	-	-
Wood Deck, Material & thickness	-	-	-	-	-	-
Main Deck Stringer Plate, breadth & thickness	<i>54</i>	<i>10</i>	<i>54</i>	<i>10</i>	-	-
Angles on ditto, No.	<i>4 x 4 x 9</i>	-	-	<i>4 x 4 x 9</i>	-	-
Tie Plates, outside Hatchways	<i>deck plating increased</i>	-	-	-	-	-
Diagonal Tie Plates, No. of prs.	-	-	-	-	-	-
Deck, * Iron or Steel, for length	-	-	-	-	-	-
Wood Deck, Material & thickness	-	-	-	-	-	-
Lower Deck Stringer Plates, br'dth & thickn's	-	-	-	-	-	-
Angles on ditto, No.	-	-	-	-	-	-
Tie Plates, outside Hatchways	-	-	-	-	-	-
Deck, * Material and thickness	-	-	-	-	-	-
Hold, or Orlop Stringer Plate, br'dth & thickn's	-	-	-	-	-	-
Angles on ditto, No.	-	-	-	-	-	-
Tie Plates, outside Hatchways	-	-	-	-	-	-
Deck, * Material and thickness	-	-	-	-	-	-
Poop Deck Stringer Plate, breadth & thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	-	-
Angles on ditto	<i>3 x 3 x 6</i>	-	-	<i>3 x 3 x 6</i>	-	-
Tie Plates	-	-	-	-	-	-
Deck, Material and thickness	<i>Steel</i>	-	-	<i>Steel</i>	-	-
Bridge Deck Stringer Plate, br'dth & thickness	<i>36</i>	<i>8</i>	<i>36</i>	<i>8</i>	-	-
Angle on ditto	<i>3 1/2 x 3 1/2 x 9</i>	-	-	<i>3 1/2 x 3 1/2 x 9</i>	-	-
Tie Plates	-	-	-	-	-	-
Deck, Material and thickness	<i>Steel</i>	-	-	<i>Steel</i>	-	-
Forecastle Deck Stringer Plate, br'dth & th'kns	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>	-	-
Angle on ditto	<i>3 x 3 x 6</i>	-	-	<i>3 x 3 x 6</i>	-	-
Tie Plates	-	-	-	-	-	-
Deck, Material and thickness	<i>Steel 5/16 and 3/4" pine sheathing</i>	-	-	-	-	-

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.	Per Rule.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
In Vessel.	-	-	-	Horizontal.	-	-
Vertical.	-	-	-	Vertical.	-	-
Thickness.	-	-	-	Inches.	-	-
Spacing.	-	-	-	Inches.	-	-
W. T. BULKHEADS	<i>7</i>	<i>6</i>	<i>7-6</i>	<i>plates flanged as per South</i>	<i>6 to 8 ft</i>	<i>deck, 1 to 2 ft</i>
PARTITION	-	-	-	<i>approved plan</i>	-	-
LONGITUDINAL	-	-	-	-	-	-
Are the outside Plates doubled two spaces of Frames in length?	-	-	-	<i>joggled plating</i>	-	-



<p>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, &amp;c. ?</p> <p><i>Siemens-Martin Steel</i></p> <p><i>Plates by South Durham S &amp; Co. and</i></p> <p><i>Consett S. Co.; Bars by Palmers S &amp; S. Co.</i></p> <p><i>and Consett S. Co. Iron plates by</i></p> <p><i>John Hill &amp; Co</i></p>	<p><b>Spar or Awning</b> (<b>Butts</b>, treble riveted for <i>quad. &amp;</i> <i>gull</i> length <i>midship.</i></p> <p><b>Stringer Plate</b> (<b>Straps</b>, single, double or overlapped for <i>gull</i> length <i>midship.</i></p> <p><b>Main Stringer</b> (<b>Butts</b>, treble riveted for <i>gull</i> length <i>midship.</i></p> <p><b>Plate</b> (<b>Straps</b>, single, double or overlapped for <i>gull</i> length <i>midship.</i></p> <p><b>Butts of Bilge &amp; Side Stringers and Tie Plates</b>, treble or double riveted ? ✓</p> <p><b>Inner Bottom Plating</b>, riveting of <i>Edges</i> <i>treble &amp; single</i> <i>Butts</i> <i>Treble</i></p> <p><b>Centre Girder Butts</b>, <i>treble</i> riveted <b>Keelson Butts</b>, ✓ riveted.</p> <p><b>Frames</b>, riveted through Plates with <i>7/8</i> in. Rivets, about <i>6</i> apart.</p> <p><b>Rivets</b>, state whether Iron or Steel <i>Iron</i></p>
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MASTS, SPARS, &c.										
	Material.	Total Length	DIAMETER AND T-WICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore .....	<i>Steel</i>	<i>53 " 6</i>	<i>21 x 7/20</i>	<i>20 x 7/20</i>	<i>16 x 4/20</i>	<i>Two</i>	<i>✓</i>	<i>Single</i>	<i>Tieble</i>
	Main .....	<i>do.</i>	<i>56 " 6</i>	<i>21 x 7/20</i>	<i>20 x 7/20</i>	<i>16 x 4/20</i>	<i>do.</i>	<i>✓</i>	<i>do.</i>	<i>do.</i>
	Mizen .....	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Bowprit</i>										
Topmasts, <i>Yards</i> and Remainder of <i>spars</i> <i>pine</i>										
Rigging, Material and Size, <i>Shrouds</i> <i>Galvanized steel wire</i> <i>to</i> <i>4"</i> <i>Stays</i> <i>3 1/2"</i>										
Sails, <i>One</i> Suit of <i>schooner</i> Sails, and the following spare sails <i>✓</i>										

[illegible]

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Ton.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	
				Supplied.	P or Rule.										
26056	270	2 3/4	113.15-0-0 81.5-0-0	613-0-25	608-2-14	270-2 3/4	Stud link	J Green	14/10/03. L.P.H.T. C. & Co. / Perth	TOWLINE: Steel	120	4 1/2	39	120-4 1/2	
										HAWSE: Manila	180	7	-	180-7	
										WARP: "	180	7	-	180-7	
6114 (Iron Steam Chain or Steel Wire )	90	1 3/4	38-0-0-0 25-7-2-0	65-0-26	66-0-16	90-1 3/4	Stud link	J Green	10/10/03. L.P.H.T. C. & Co. / Perth		480	6	-	-	

Boats *Two life boats & two others*  
Pumps, Number *Mountain type 4 1/2"*  
Windlass is *Clark Chapman & Co*  
Engine Room Skylights.—How constructed? *Steel plates and bars*  
What arrangements for deadlights in bad weather? *Steel shutters and bullseyes*  
Coal Bunker Openings.—How constructed? *Steel plates & bars* How are lids secured? *Battens & cleats* Height above deck? *18"*  
Number of Scuppers, and number and dimensions of *Freeing Ports, &c.* *Four, scuppers on side* *Open rails & stanchions*  
Ceiling in Holds, thickness and material *2 1/2" under hatches & at bilges* Ceiling *twain decks*, thickness and material *1 1/2" white wood battens*  
Cargo Hatchways.—How formed? *Steel plates & bars usual construction* Hatches, If strong and efficient? *Solid 3"*  
State size No. 1 Hatch (Forward) *24'-0" x 16'-0"* No. 2 Hatch *24'-0" x 16'-0"* No. 3 Hatch *8'-0" x 16'-0"* No. 4 Hatch *22'-0" x 16'-0"*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Two web plates in No 1-2 & 4 hatchways and*  
*one web plate in No 5; Three fore rafters in each No. of Breasthooks eight* No. of Crutches *Deep floors*  
Bulwarks, height above deck and description *4 ft. plates rotays, open rails around hulls* Main Rail, material and size *Bull angles 6" x 3"*  
The above is a correct description.  
Builder's Signature (here only) *Wm Pickersgill & Sons* Surveyor's Signature *George Harrison*  
*Surveyor to Lloyd's Register of British & Foreign Shipping.*

(M) 22<sup>nd</sup> Decr 02. 15<sup>th</sup> Feby. 03. & (E) 14<sup>th</sup> May 03.

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

Is the riveted work properly closed? *yes.*

Are the liners between the frames and plates solid single pieces? *joggled plating* Do the holes for riveting plate to frames, butt straps, or plate

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

from the faying surfaces? *yes*..... Do any rivets break into or through the seams or butts of plating? *a very few*.....

Are the butts of Plating, Stringers, &c.

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

This vessel is built in accordance with the approved plans the Secretary's letters dated as above stated and in other respects in conformity with the Rules. The workmanship is good. The decks, waterways and tunnel have been tested as required and the efficiency of the hand pumps and watertight doors ascertained.

at the request of the Gunners no ceiling is fitted on the tank top, except under hatchways, and at the helges

This is a sister vessel to the S.S. Limoon fld. Report No 21255 and S.S. "Liroco" No 21501 with some modification of the erections and hatchways

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31 ft., R.Q.D. or Break ☒ ft., Bridge Dk. 198 ft., F'castle 38 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). 1<sup>st</sup> STL AND SPAR DE<sup>th</sup> STEEL & DEEP FRAMING.

Official No. 118072 ; Signal Letters           

How are the surfaces preserved from oxidation? Inside Portland cement & paint Outside paint

8 PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	114	311	Fore peak tank,	-	103
Double bottom, forward,	154	397	After peak tank,	-	46
Double bottom, under Engines and Boilers,	40	131	Midship deep tank,	24	510
Double bottom, if under Engines only,	-	-	Other tanks, if fitted,	-	-
Double bottom, if under Boilers only,	-	839	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. <u>1425</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought)	1903- April 21 28 May 4 6 11 14 16 30 31 26 28 June 10 15
Date <u>26. 2. 03</u>	2nd. On the plating during the process of riveting	16 July 17 18 22 23 25 29 Aug 11 19 25 27 28 Sep 11 19 11 14 17
Order for Ordinary Survey No. <u>✓</u>	3rd. When the beams were in and fastened, and before the decks were laid (....)	22 23 25 30 Oct 1 5 6 7 10 12 15 16 19 21 23 28 30 Nov 2 3 5 9 11 13 14 16
Date <u>✓</u>	4th. When the ship was complete, and before the plating was finally coated or cemented (....)	18 19 20 23 25 27 Dec 1 8 15 21 30 31 - 1904 - Jan 4 6 12 14 19 30 31
No. <u>142</u> in builder's yard	5th. After the ship was launched and equipped	25 Feb 1 2
		Total No. of Visits <u>80</u>

The amount of Entry Fee.....£ 5 : 0 : 0  
Special Survey Fee ...£ 114 : 0 : 6  
Travelling Expenses, if any £ : :  
Fees applied for, 10. 2. 1894  
Received by me, 17. 3. 1894  
Certificate to be sent to Sunderland  
I am of opinion this Vessel should be Classed \* 100 A.1. STEEL, "SPAR DECK", L.A. & C.P.  
With, or without Freeboard, as condition of Class  
George Harrison,  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned

Florida rec 1/ Spar sh  
+ Inc 1.04 7D