

Boats TWO LIFEBOATS, ONE CUTTER & ONE DINGY
Pumps, Number ONE 4 1/2" DAWSON PUMP & ONE 5" HAND PUMP TO FOG PEAK Diameter of Barrel _____ State whether they are in efficient working order Yes
Windlass is WHEEL WALKER & THOMPSON. Spgs. - Capstan ✓
Engine Room Skylights.—How constructed? OF STEEL, USUAL CONSTRUCTION
What arrangements for deadlights in bad weather? STEEL PLATES AND BULLSEYES.
Coal Bunker Openings.—How constructed? OF STEEL How are lids secured? CLEATS & BATTENS Height above deck? 15"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 SCUPPER. 2 INCH. 2 SCUPPER. PORTS EACH SIDE 3'0" x 1'8"
Ceiling in Holds, thickness and material 2" Ceiling 'tween Decks, thickness and material 2"
Cargo Hatchways.—How formed? STEEL PLATES AND ANGLES Hatches, If strong and efficient? Yes
State size No. 1 Hatch (Forward) 22'11" x 16'0" No. 2 Hatch 25'0" x 16'0" No. 3 Hatch 25'0" x 16'0" No. 4 Hatch 22'11" x 16'0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. NO. 1 & 4 ONE WEB. NO. 2 & 3 TWO WEBS. THREE IRON
FORE AND AFTERS TO EACH HATCH. No. of Breasthooks FIVE No. of Crutches DECK FLOORS
Bulwarks, height above deck and description 42" STEEL PLATE Main Rail, material and size 5 1/2" IRON 5 1/2" x 3 1/2"
The above is a correct description. JOSEPH L. THOMPSON & SONS, Limited. Surveyor's Signature J. S. Heathard
Builder's Signature (here only) J. J. Phoenix 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)

Sept. 8. 1903. M. Sept. 8. M. Sept. 28. M. Sept. 30. M. Oct. 1. M. Oct. 5. M. Oct. 5. M. Nov. 3. M. Nov. 6. E. Nov. 12. M. Nov. 18. M. Nov. 20.

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? *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? *A 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 vessel has been built in accordance with the approved plans the Secretary's letters dated as stated above, and otherwise in accordance with the rules. The materials and workmanship are good. The fireboards as assigned by the Committee are marked on the vessel's sides*

PARTICULARS FOR RECORD IN THE REGISTER BOOK.—Length of Poop 31.41 ft., R.Q.D. or Break ✓ ft., Bridge Dk 97.91 ft., F'castle 21.63 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) One Dk (of Stl or Iron) Decks forming 3 Deck Ales.

Official No. 113735; Signal Letters

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT AND 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. | |
| | | Feet. | Tons. | | |
| Double bottom, aft, | | 114.58 | 280.8 | Fore peak tank, | |
| Double bottom, under Engines and Boilers, | | — | — | After peak tank, | |
| Double bottom, if under Engines only, | | 22.91 | 69.6 | Midship deep tank, | |
| Double bottom, if under Boilers only, | | — | — | Other tanks, if fitted, | |
| Double bottom, forward, | | 147.91 | 404.60 | (If necessary, furnish further information by sketch.) | |
| <p>* The wells are not to be included in the lengths of the tanks.</p> <p>State whether the above have been tested as required by the Rules. <i>Yes</i></p> | | | | | |
| Order for Special Survey No. 4456 | | <p>1903: Oct. 1, 2, 7, 12, 14, 15, 20, 22, 23, 28, 30, Nov. 2, 5, 10, 13, 16, 17, 24, 25 26, 27, Dec. 3, 4, 8, 10, 11, 15, 16, 21, 22, 23 — 1904: Jan. 4, 5, 6, 7, 8, 11, 12, 15, 18, 19, 20, 21, 25, 26, 29, Feb. 4, 5, 8, 15, 17, 18, 22, 23, 24, 25, Mar. 1, 3, 4, 8, 10, 12, 25, 26, 28, 31, Apr. 6, 11, 13</p> | | | |
| <p>No. 416 in builder's yard.</p> <p>DATE OF SURVEYS held while building</p> | | <p>Total No. of Visits 40</p> | | | |

The amount of Entry Fee £ *5 : 0 : 0*

Special Survey Fee ... £ *107 : 12 : 6*

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 A.I. "Steel" L.A. & C.P.*

With, or without Freeboard, as condition of Class

Fees applied for, *20/11/18*

Received by me, *23/12/18*

Certificate to be sent to *Sunderland.*

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

Committee's Minute
Character assigned

100A/Steel

100A/Steel
+ 2 m 4, 04

TUES. 26 APR 1904

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Foundry