

[illegible]

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) (M) 7th July 12th Sep; 4th Dec; 5th Nov; 5th Dec; 1899; 6th Feb; 7th Mar; 1st Dec 1900; W. Stanbury; 3rd Feb; 16th May; 17th June; 24th Oct; 21st Nov; 13th Dec 1901; 20th Feb; 27th May; 30th Apr; 7th & 17th June 1902.

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 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 vessel has been built in accordance with the approved plans (now enclosed), the Secretary's & W. Stanbury's letters appended above & in other respects in conformity with the Rules; the material & workmanship are good.

To complete the survey the following remains to be done:- all hand pumps & sliding water tight doors to test & 90 fathoms of 3" dia. cable to be supplied, see letter to Secretary & Antwerp Surveyors dated 1st July 1902.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 47'5" ft., R.Q.D. or Break ✓ ft., Bridge Dk 27'2'5" ft., F' castle 88'0" 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) 3rd Deck (J.L.M.V.W.S.) Oak w.s. 4th B. & C. timber frames

Official No. 161208 ; Signal Letters K R S C On bottom: bitumastic cement under boilers & pump ways; plate to support turn of bridge all for

How are the surfaces preserved from oxidation? Inside (raft, timbers & bunkers; portland cement below keel, paint outside.) 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,	152'5"	475	Fore peak tank,	-	167
Double bottom, under Engines and Boilers,	152'5"	898	After peak tank,	-	-
Double bottom, if under Engines only,	-	-	Midship deep tank,	-	-
Double bottom, if under Boilers only,	-	-	Other tanks, if fitted,	-	246
Double bottom, forward,	172'5"	632	(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. 25
Date 15th Dec 1900
No. 311 in builder's yard
DATES of Surveys held while building 23rd April 1900 to 24th June 1902.
Total No. of Visits 129
* W. Hangerman #100⁰⁰ of the Special Survey fee
The amount of Entry Fee.....# 25.00
* Special Survey Fee# 1779.00
Travelling Expenses, if any # 20.00
Philadelphia Survey # 13.50
Fees applied for,
17th July 1902
Received by me,
17th July 1902
Certificate to be sent to Philadelphia U.S.A.
I am of opinion this Vessel should be Classed 100A1 STEEL (See above)
With, or without Freeboard, as condition of Class
Committee's Minute
Character assigned a o r p
+ L m e b, on 7D
Write N.Y.K.
FRI. 25 JUL 1902
100A1 steel subject
FRI. 15 AUG 1902
TUES. 2 SEP 1902
See N.Y.K. Reports
no. 4330 + 4358
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