

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 3153.
MON. JUL 29 1901Port of *Middlesbro'* Date of completion of Report *27 July 1901* Received at London Office
Survey held at *Thornaby-on-Tees* Date, First Survey *29th December 1900* Last Survey *19th July 1890*
On the *Steamer* *Antary* (Yard No. *523* Rig *Chopper*)

TONNAGE under
Tonnage Deck... *3945.63*
between Tonnage Dk.
and 2nd, 4th, Spar or
Awning Dk.
Total under Upper Dk.
Do. of Poop
Do. of Bridge House
Do. of Forecasts
Do. of Houses on Deck *59.92*
Do. of excess of Hatchways *169.20*
Do. above Crown of
Engine Room... *6.49*
Gross Tonnage *4181.14*
Less Crew Space *85.39*
Less above Crown of
Engine Room...
Net Tonnage... *4095.75*
Net Tonnage... *1137.96*
Net Tonnage... *32.88*
Net Tonnage... *2724.91*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.CLASS *100 A1* Steel Spar *OK*

Half Breadth (moulded) *23.90*
Depth from upper part of keel to top of Main Deck Beams *23.10*
Girth of Half Midship Frame (as per Rule) *42.60*
1st Number *89.60*
Length *368.16*
2nd Number *32988*
Proportions—Breadths to Length *7.4*
Depths to Length—Main Deck to top of Keel *15.9*

Master

Year of Appointment

Built at *Thornaby-on-Tees*When built *1901* Launched *18-6-01*By whom built *Richardson Duck & Co*Owners *D. Mac Intyre & Co*

Managers

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

Residence *Liverpool*Port belonging to *Liverpool*Destined Voyage *Rio de Janeiro & Ad. Sp.* Surveyed while Building *Yes* Afloat, or in Dry Dock *Yes*

Length on Deck *368.2* Breadth *47.10* Depth *27.6* Power of Engines *447* No. of Decks with flat laid *2*
per Rule... Moulded... Do. do. Main Deck Beams... 19 7
Dimensions of Ship per Register, Length *370* breadth *48.15* depth *27.65* Spar or Awning Dk. Moulded depth, ft *22* ins. *1* To Main Dk. Round up of Beam, Main Dk. *12* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
ME, Angles, or L E or Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	KEEL, Bar or Side Plates, depth and thickness	<i>11 x 2 1/2</i>	<i>11 x 2 1/2</i>	<i>11 x 2 1/2</i>
for $\frac{1}{2}$ at each end	<i>5 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	STEM, moulding and thickness	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	STERN-POST for Rudder do. do.	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>
at intermdt. Bkts.	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	" " for Propeller	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>
of Frames from moulding edge to	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
moulding edge, all fore and aft	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
PERSED FRAME, Angles	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	RUDDER, how constructed <i>Iron forging Mated in the usual way</i>			
IP FRAMING, depth of girder	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
ORS, depth and thickness of Floor Plate	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	KEELSONS AND STRINGERS.			
at mid-line for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	CENTRE LINE KEELSON, Vertical Plate above			
in way of Engines and Boilers	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	floors, Through Plate, or Intercoastal Plate			
thickness at the ends of vessel	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Rider Plate			
depth at $\frac{1}{2}$ the half-bdth. as per Rule	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bulb Plate to Intercoastal Keelson			
height extended at the Bilges	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Horizontal Plates on Floors			
ORS & BRACKETS, in Cell Dble Bottoms	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angles			
Distance apart	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bulb or Plate above floors, for			
TRE GIRDER, in Double bottom, depth	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Intercoastal Plate, for			
and thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Attached to outside plating with Angle			
" Angles, Top	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	BILGE KEELSON, Angles			
" Bottom	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bulb or Plate above floors, for			
E GIRDERS, number and thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Intercoastal Plate, for			
" Angles	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Attached to outside plating with Angle			
GIN PLATE, depth (exclusive of flange)	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	BILGE STRINGER Angles			
and thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bulb Plate, for			
" Angles	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Intercoastal Plate, for			
ER BOTTOM PLATING, breadth and	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Attached to outside plating with Angle			
thickness of Middle Line Strake	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bulb or Plate, for			
" thickness in Engine and Boiler space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Intercoastal Plate, for			
Remainder in Holds	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Attached to outside plating with Angle			
MS, Spar or Awning Deck, Single Angle,	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	Spar, or Awning Deck Stringer Plates,	<i>56</i>	<i>11</i>	<i>56</i>
Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	breadth and thickness	<i>56</i>	<i>11</i>	<i>56</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates, fore and aft, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Main Deck, Single Angle, Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Diagonal Tie Plates, No. of prs.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Angle, Plate or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, * Iron or Steel, for whole lng.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Wood Deck, Material & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Main Deck Stringer Plate, breadth & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Lower Deck, Single Angle, Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angles on ditto, No.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Angle, Plate or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Diagonal Tie Plates, No. of prs.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, * Iron or Steel, for whole lng.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Hold, or Orlop, Plate or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Wood Deck, Material & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Lower Deck Stringer Plates, br'dth & thckn's	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angles on ditto, No.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Poop Deck, Angle, Bulb Angle, Plate	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, * Material and thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Hold, or Orlop Stringer Plate, br'dth & thckn's	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angles on ditto, No.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Bridge Deck, Angle, Bulb Angle, Plate	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, Material and thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Poop Deck Stringer Plate, breadth & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angles on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, Forecastle Deck, Angle, Bulb Angle,	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Plate or Tee Bulb	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, Material and thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Angles on upper edge	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Bridge Deck Stringer Plate, br'dth & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
MS, In-tween Deck, size and spacing	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Hold	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, Material and thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Quarter, 'tween Dks., "	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Forecastle Deck Stringer Plate, br'dth & th'kns	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" in Hold	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
WEB-FRAMES, In Fore Body, No. and spacing	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Tie Plates	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" br'dth. & thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Deck, Material and thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" No. of Side Stringers	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" BULKHEADS.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" In Vessel	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" br'dth. & thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Per Rule	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
WEB FRAMES, In After Body, No. and spacing	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" br'dth. & thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Horizontal	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" No. of Side Stringers	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Vertical	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Size of Angles or Tee Bars to Web Frames	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Spacing	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
RACKET PLATES to Stringers between	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Single or Double Frames	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Web Frames, depth and thickness	<i>4</i>	<i>3 1/2</i>	<i>8 1/2</i>	" Height up	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.	Rivets.	Straps.	If Lapped.	If Lapped.					
															Inches.	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	36	19	13	13	36	19	Double	6	1	4	1	32	14	Whole					
GARBOARD OF A Strake	54	14	12	12	54	14	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
B "	62	12	10	10	62	12	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
C "	60	12	10	10	60	12	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
D "	61	13	11	11	61	13	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
E "	53	13	10	10	53	13	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
F "	55	13	10	10	55	13	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
G "	57	12	9	9	57	12	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
H "	60	12	9	9	60	12	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
J "	61	12	9	9	61	12	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
K "	44	13	9	9	44	13	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
L "	56	11	9	9	56	11	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
M "	40	13	9	9	40	13	52	5 1/2	3 1/2	3 1/2	1	32	14	Whole					
N "	48	8	—	—	48	8	Single	2 1/2	3	3	—	—	—	—					
O "	44	9	—	—	44	9	Single	2 1/2	3	3	—	—	—	—					
P "	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Q "	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
DOUBLING of Flat Plate Keel	Flat plate Keel increased 20 and garboards 20 for 2 length, in lieu of doubling																		
Length and thickness of Bilges	—																		
Length and thickness of Sheerstrakes	Sheerstrake doubled at ends of Bridge																		
Length and thickness of Strake below	—																		
POOP SIDES	Single 2 1/2 3/4 3 Double 3/4 2 1/2 5 whole																		
BRIDGE SIDES	Single 2 1/2 3/4 3 Double 3/4 2 1/2 5 whole																		
FORECASTLE SIDES	Single 2 1/2 3/4 3 Double 3/4 2 1/2 5 whole																		
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, &c.?																			
Steel plates. Mon & Polkow Laughan & Co. Steel angles & bulbs. Dorman Long & Co. Iron plates. John Hill & Co.																			

FRAMES extend in one length from Middle line to tank side. Hence to gunwale.

REVERSED FRAMES on floors and frames extend from Middle line to spar deck and alternate ones to fore-castle deck.

MASTS, SPARS, &c.												
LOWER MASTS.	Fore	Main	Mizen	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.	RIVETING.
						At Partners.	Heel	Hounds	Head.			
Fore	Steel	46'-1"	21 x 20	21 x 20	18 x 20	14 x 20	12	2	0	Single	Double	
Main	Steel	48'-9"	21 x 20	21 x 20	18 x 20	14 x 20	12	2	0	Single	Double	
Mizen	Steel	48'-9"	21 x 20	21 x 20	18 x 20	14 x 20	12	2	0	Single	Double	
Bowsprit	—	—	—	—	—	—	—	—	—	—	—	
Topmasts, Yards and Remainder of Spars	Pitch Pine											
Rigging, Material and Size, Shrouds	Shrouds 3/4"											
Sails	Sails, and the following spare sails											

EQUIPMENT No. 43064 LETTER R.										ANCHORS. * Mechanical Tests :-									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.							
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.				qrs.	lbs.					
388	1st Bower	54	3	14	45	5	3	21	54	2	0	Reliance Pat. 18-6-01. H. Green							
464	2nd "	54	1	7	44	19	2	21	54	2	0	" " " " " " " "							
486	3rd "	54	1	14	40	2	0	21	46	1	0	" " " " " " " "							
44783	Stream	12	2	11	3	1	5	14	8	1	2	Common John Green Dudley 8-3-01.							
44782	Kedge	6	2	8	1	2	11	8	14	2	0	" " " " " " " "							
2nd Kedge	—	—	—	—	—	—	—	—	—	—	—	" " " " " " " "							

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	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.	Per Rule.														
21547	270	2 1/2	13 1/2	611	0-6608	24	270-22	John Green 7-3-01.	John Green	Steel	120	4 1/2	120-4 1/2	120-4 1/2					
90	42	3 1/2	—	—	—	—	90-42	Steel R. Hood Haggie Ron	R. Hood Haggie Ron	Steel	120	4 1/2	120-4 1/2	120-4 1/2					

Boats Four Life Boats (25 feet) & Dingy (16 feet).

Pumps, Number 4 Day wheel pump connected to steam in each hold.

Windlass is Emerson Walker & Co. (Steam) Capstan Eight-steam Winches.

Engine Room Skylights.—How constructed? Steel plates and angles.

What arrangements for deadlights in bad weather? Iron flaps with bulls eyes.

Coal Bunker Openings.—How constructed? Steel plates and angles.

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Two freeing ports before and two abaft. Bridge (30 x 21).

Ceiling in Holds, thickness and material? 2 1/2 inch.

Cargo Hatchways.—How formed? Steel plates and angles.

State size No. 1 Hatch (Forward) 20'-0" x 16'-0" No. 2 Hatch 24'-0" x 16'-0" No. 3 Hatch 12'-0" x 13'-0" No. 4 Hatch 24'-0" x 16'-0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch? Web Plate in No. 1 & 3, but not in No. 2 & 4.

Bulwarks, height above deck and description 48" Iron plates and stanchions. Main Rail material and size Bull angle 5 1/2 x 3 x 3/8.

The above is a correct description.

Builder's Signature (here only) Richardson Duck & Co. Surveyor's Signature Jesse Williams.

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

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

July 20th (M). October 15th & 20th 1900 (M). & January 21st 1901 (E).

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

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 facing surfaces? Yes.

Do any rivets break into or through the seams or butts of plating? A few, at the butts only.

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

General Remarks (State quality of workmanship, &c.) This vessel is a screw steamer is a sister vessel to the steamer "Barbary" No. 3103 and has been built in accordance with the approved plans of Midship Section and Profile as amended, the Secretary's letters of the above-mentioned dates bearing upon the case and in other respects as required by the Rules and Circulars for the class contemplated. The workmanship is good throughout.

She has a Ridge Keel formed of bull 10 x 10 and angles 3 1/2 x 3 1/2 x 3/8 fitted for a length of about one hundred and fifty feet.

The Rower anchors originally supplied to this vessel were of Wood's patent, but their shackles were too large to suit the Hawse pipes and anchors of Reliance patent have been substituted at Sunderland. See endorsement by Mr. Cunyons hereunder.

The 3 bower anchors of "Wood Patent" taken ashore at Sunderland & replaced with three of the Reliance Patent. These were compared with the certificates & found in order.

JSShake

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99' ft., R.Q.D. or Break — ft., Bridge Dk. 126' ft., F'castle 94' 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) 1st (Oak) and 2nd (Oak) 2 tiers of Beams & 1st tier of frames.

Official No. 113480.; 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. Yes.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	108'	265'	Fore peak tank,	—	—
Double bottom, forward,	144'	401'	After peak tank,	12'	54'
Double bottom, under Engines and Boilers,	28'	91'	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. Yes.

Order for Special Survey No. 503

Date 23 July 1901

Order for Ordinary Survey No. —

Date —

No. 523 in builder's yard.

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.

1900, Dec 27-28. 1901 Jan 4, 11, 14, 16, 18, 21, 24, 25-29.

July 1, 1901 11, 12, 13, 23. 1901 Jan 5, 6, 9, 13, 14, 18, 20, 22, 26, 28, 30.

Apr 2, 3, 11, 13, 16, 17, 19, 23, 25, 27. May 2, 3, 7, 10, 15, 17, 21, 22, 24, 31.

June 1, 4, 6, 7, 8, 10, 13, 15, 17, 21, 24, 26, 27, 28. July 1, 4, 6, 8, 10, 11, 15, 16.

Total No. of Visits 73

The amount of Entry Fee £ 5 : 0 : 0

Special Survey Fee £ 12 : 8 : 0

Travelling Expenses, if any £ — : — : —

Fees applied for, 25-7-1901

Received by me, 25-7-1901

I am of opinion this Vessel should be Classed 100 A Steel S.A.C.M.

With or without Freeboard, as condition of Class Spar Deck

Committee's Minute TUES. JUL 30 1901

Character assigned 100 A (Steel) Spar Deck

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

FRI. 19 DEC 1902

asb P W + Lmb. 704

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