

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 11476

State of Report is also sent on Machinery of the Vessel
Port of **WEST HARTLEPOOL**. Date of completion of Report **24 March 1901** Received at London Office **SAT. MAR 30 1901**
Survey held at **WEST HARTLEPOOL**. Date, First Survey **7th August 1900** Last Survey **25 March 1901**
On the **Steel Screw Steamer "Polamball"** Rig **Schooner**
Master **Hefple**

Tonnage under Tonnage Deck... 3753.50
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. ...
Total under Upper Dk. 3753.50
Do. of Popp ... 5.11
Do. of Bridge House ... 47.65
Do. of Forecasts ... 93.14
Do. of Houses on Deck ... 42.08
Do. of excess of Hatchways ... 68.82
Do. above Crown of Engine Room ... 4010.33
Gross Tonnage 78.13
Less Crew Space ... 68.82
Less above Crown of Engine Room ... 2863.38
TONNAGE FOR FEES... 1283.31
Less Engine Room ... 52.36
Less Navigation Spaces ... 2596.53

SPAR, AWNING OR PART AWNING DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS 100A1 steel

Half Breadth (moulded) ... 23.79
Depth from upper part of keel to top of Main Deck Beams ... 23.82
Girth of Half Midship Frame (as per Rule) ... 43.25
1st Number ... 90.86
Length ... 343.16
2nd Number ... 311.79
Proportions—Breadths to Length ... 7.2
Depths to Length—Main Deck to top of Keel ... 14.4

Year of Appointment (1) As Master in service of owner of present vessel ... 1901
(2) As Master of this vessel ... 1901
Built at West Hartlepool
When built 1900-1901 Launched 5th Feb 1901
By whom built Wm's Shipbuilding & Dry Dock Co Ltd
Owners West Hartlepool Am Harb. Cld.
Managers ...
Residence West Hartlepool
Port belonging to West Hartlepool & Wm's
Surveyed while Building, Afloat, & in Dry Dock

Register Tonnage as cut on Beam ... 2596.53
DESTINED VOYAGE Barry
LENGTH on Deck as per Rule ... 343
BREADTH Moulded ... 47
DEPTH top of Floors to Spar or Awning Dk. Beams ... 27
Do. Main Deck Beams ... 19
Power of Engines ... 27
No. of Decks with flat laid ... 2
No. of Tiers of Beams ... 2
Round up of straight ins. ... 11

FRAMING.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, & Length		6	3 1/2	10.9	6	3 1/2
Do. at each end ...		5 1/2	3 1/2	7	5 1/2	3 1/2
Do. in way of Double Bottoms at Solid Floors ...		3 1/2	3 1/2	8.7	3 1/2	8.7
Distance of Frames from moulding edge to ...		6 1/2	3 1/2	10.9	6 1/2	3 1/2
REVERSED FRAME, Angles, & Length		4	3 1/2	8	4	3 1/2
DEEP FRAMING, depth of girder		2 1/2	3 1/2	10.9	2 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate		3 1/2	3 1/2	8	3 1/2	3 1/2
in way of Engines and Boilers ...		3 1/2	3 1/2	8	3 1/2	3 1/2
thickness at the ends of vessel ...		3 1/2	3 1/2	8	3 1/2	3 1/2
depth at the half-bath, as per Rule ...		3 1/2	3 1/2	8	3 1/2	3 1/2
height extended at the Bilge ...		3 1/2	3 1/2	8	3 1/2	3 1/2
FLOORS & BRACKETS, in Cell Dble Bottoms		2 1/2	3 1/2	10.9	2 1/2	3 1/2
Distance apart ...		4 1/2	3 1/2	12.8	4 1/2	3 1/2
CENTRE GIRDER, in Double bottom, depth		4	3 1/2	10.9	4	3 1/2
and thickness ...		4	3 1/2	10.9	4	3 1/2
Angles, Top ...		5	3 1/2	10.9	5	3 1/2
Angles, Bottom ...		5	3 1/2	10.9	5	3 1/2
SIDE GIRDERS, number and thickness		3 1/2	3 1/2	8	3 1/2	3 1/2
Angles ...		3 1/2	3 1/2	8	3 1/2	3 1/2
MARGIN PLATE, depth (exclusive of flange)		3 1/2	3 1/2	8	3 1/2	3 1/2
and thickness ...		3 1/2	3 1/2	8	3 1/2	3 1/2
Angles ...		3 1/2	3 1/2	8	3 1/2	3 1/2
INNER BOTTOM PLATING, breadth and thickness		3 1/2	3 1/2	8	3 1/2	3 1/2
thickness of Middle Line Strake ...		3 1/2	3 1/2	8	3 1/2	3 1/2
thickness in Engine and Boiler space ...		3 1/2	3 1/2	8	3 1/2	3 1/2
Remainder in Holds ...		3 1/2	3 1/2	8	3 1/2	3 1/2
BEAMS, Spar or Awning Deck, Single Angle,		8 1/2	3	11.0	8 1/2	3
Bulb Angle, Plate or Tee Bulb ...		8 1/2	3	11.0	8 1/2	3
Angles on upper edge ...		8 1/2	3	11.0	8 1/2	3
Average space ...		11	3 1/2	11	11	3 1/2
BEAMS, Main Deck, Single Angle, Bulb		11	3 1/2	11	11	3 1/2
Angles on upper edge ...		11	3 1/2	11	11	3 1/2
Average space ...		11	3 1/2	11	11	3 1/2
BEAMS, Lower Deck, Single Angle, Bulb		11	3 1/2	11	11	3 1/2
Angles on upper edge ...		11	3 1/2	11	11	3 1/2
Average space ...		11	3 1/2	11	11	3 1/2
BEAMS, Hold, or Orlop, Plate or Tee Bulb		11	3 1/2	11	11	3 1/2
Angles on upper edge ...		11	3 1/2	11	11	3 1/2
Average space ...		11	3 1/2	11	11	3 1/2
BEAMS, Poop Deck, Angle, Bulb Angle, Plate		6	3	8	6	3
Angles on upper edge ...		6	3	8	6	3
Average space ...		6	3	8	6	3
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate		6	3	8	6	3
Angles on upper edge ...		6	3	8	6	3
Average space ...		6	3	8	6	3
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate		10	6	10	9	5 1/2
Angles on upper edge ...		10	6	10	9	5 1/2
Average space ...		10	6	10	9	5 1/2
PILLARS, In tween Deck, size and spacing		9 1/2	16	iron main division at middle line	9 1/2	16
Hold ...		2 1/4	8 1/2	2 1/4	8 1/2	2 1/4
Quarter, tween Dks. ...		2 1/4	8 1/2	2 1/4	8 1/2	2 1/4
in Hold ...		2 1/4	8 1/2	2 1/4	8 1/2	2 1/4
WEB FRAMES, In Fore Body, No. and spacing		23	7.8	spaces	23	7.8
breadth & thickness ...		23	7.8	spaces	23	7.8
No. of Side Stringers ...		23	7.8	spaces	23	7.8
WEB FRAMES, In E. & B. Space, No. & spacing		23	7.8	spaces	23	7.8
breadth & thickness ...		23	7.8	spaces	23	7.8
No. of Side Stringers ...		23	7.8	spaces	23	7.8
WEB FRAMES, In After Body, No. and spacing		23	7.8	spaces	23	7.8
breadth & thickness ...		23	7.8	spaces	23	7.8
No. of Side Stringers ...		23	7.8	spaces	23	7.8
BRACKET PLATES, to Stringers between		6	4	12	6	4
Web Frames, depth and thickness ...		6	4	12	6	4

FORGINGS AND CASTINGS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness		11	2 1/2	11	11	2 1/2
STEM, moulding and thickness		11	2 1/2	11	11	2 1/2
STERN-POST for Rudder do. do.		11	2 1/2	11	11	2 1/2
for Propeller do. do.		9	2 1/2	9	9	2 1/2
MAIN PIECE of Rudder, diameter at head		6 1/2	2 1/2	6 1/2	6 1/2	2 1/2
do. at heel ...		6 1/2	2 1/2	6 1/2	6 1/2	2 1/2
RUDDER, how constructed		built forging, single plate				
Can the Rudder be unshipped afloat?		yes				
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above		Cellular				
Bulb or Through Plate, or Intercoastal Plate		double				
Rider Plate		bottom				
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
SIDE KEELSON, Angles						
Bulb or Plate above floor, for length						
Intercoastal Plate, for length						
Attached to outside plating with Angle						
BILGE KEELSON, Angles						
Bulb or Plate above floor, for length						
Intercoastal Plate, for length						
Attached to outside plating with Angle						
BILGE STRINGER Angles		3 side stringers as under				
Bulb or Plate, for length		6 1/2	4 1/2	11.10	6 1/2	4 1/2
Intercoastal Plate, for length		6 1/2	4 1/2	11.10	6 1/2	4 1/2
Attached to outside plating with Angle		6 1/2	4 1/2	11.10	6 1/2	4 1/2
SIDE STRINGER Angles		6 1/2	4 1/2	11.10	6 1/2	4 1/2
Bulb or Intercoastal Plate, for length		6 1/2	4 1/2	11.10	6 1/2	4 1/2
Attached to outside plating with Angle		6 1/2	4 1/2	11.10	6 1/2	4 1/2
Spar, or Awning Deck Stringer Plates,		4 1/2	4 1/2	11.8	4 1/2	4 1/2
breadth and thickness		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Angle on ditto		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Tie Plates, fore and aft, outside Hatchways		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Diagonal Tie Plates, No. of prs		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Deck * Iron or Steel, for whole length		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Wood Deck, Material & thickness		4 1/2	4 1/2	11.8	4 1/2	4 1/2
Main Deck Stringer Plate, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angles on ditto, No.		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates, outside Hatchways		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Diagonal Tie Plates, No. of prs		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck * Iron or Steel, for whole length		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Wood Deck, Material & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Lower Deck Stringer Plates, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angles on ditto, No.		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates, outside Hatchways		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck * Material and thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Hold, or Orlop Stringer Plate, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angles on ditto, No.		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates, outside Hatchways		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck, Material and thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Poop Deck Stringer Plate, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angles on ditto		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck, Material and thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Bridge Deck Stringer Plate, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angle on ditto		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck, Material and thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Forecastle Deck Stringer Plate, breadth & thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Angle on ditto		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Tie Plates		6 1/2	4 1/2	12.8	6 1/2	4 1/2
Deck, Material and thickness		6 1/2	4 1/2	12.8	6 1/2	4 1/2
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.						
BULKHEADS.		Number.	Thickness.	Horizontal.	Vertical.	Spacing.
In Vessel.		6	6	6 1/2	6 1/2	4 1/2
Per Rule.		6	6	6 1/2	6 1/2	4 1/2
W. T. BULKHEADS		6	6	6 1/2	6 1/2	4 1/2
PARTITION		6	6	6 1/2	6 1/2	4 1/2
LONGITUDINAL		6	6	6 1/2	6 1/2	4 1/2
Are the outside Plates doubled two spaces of Frames in length?		diamond lines				

PLATING.										RIVETING.																
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.															
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.										
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness	Breadth.	For what Length.									
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Feet.										
FLAT PLATE KEEL																										
(16 Bar Keel, date 10-10-1893)																										
GABBOARD OR A Strake ...										48	20	13	13	48	20.13	double	6	1	4	treble	1	3½	19	double 14.13	✓	✓
State actual thickness in way of Double Bottom.										54	14	12	12	54	14.12	.	6	1	4	4 1/8 3/4 2	1	3½	✓	✓	12½-9	whole
B "											11	9	9		11.9	.	5 1/4	1/8	3½	.	1/8	3 1/8	✓	✓	12.9	.
C "											11	9	9		11.9	.	.	.	.	.	.	✓	✓	.	.
D "											11	9	9		11.9	.	.	.	.	.	.	✓	✓	.	.
E "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
F "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
G "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
H "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
J "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
K "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
Mainly sheer strake											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
M "											12	9	9		12.9	.	.	.	.	.	.	✓	✓	.	.
Spars & sheer strake										44	15	10	10	44	15.10	✓	6	1	4	treble	1	3½	19	double 11.9	✓	✓
Q "										Boss plates and plates above and below 3/4 thicker than midship plating																
P "										Keel plate, garboards and centre girder increased in thickness for 2-2																
Q "										Keel plate, garboards and centre girder increased in thickness for 2-2																
DOUBLING of Flat Plate Keel										Keel plate, garboards and centre girder increased in thickness for 2-2																
{ of Bilges										doubled at ends of bridge																
{ of Sheerstrake																										
{ of Strake below																										
POOP SIDES										✓		✓	7.	✓	7											
BRIDGE SIDES										✓	8x9.	✓		✓	8x9											
FORECASTLE SIDES										✓	✓	7.	✓	✓	7											

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. *mild steel*

Steel: *South Durham Steel & Iron Co., Leeds*

Iron: *South Durham Steel & Iron Co., J. Hill & Co.*

Spar on turning (Butts, treble riveted for *½* length amidship.

Stringer Plate (Straps, single, double or overlapped for *whole* length amidship.

Main Stringer (Butts, treble riveted for *whole* length amidship.

Plate (Straps, single, double or overlapped for *whole* length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?

Inner Bottom Plating, riveting of Edges *centre & main* Butts *double*

Centre Girder Butts, *treble* riveted Keelson Butts, riveted.

Frames, riveted through Plates with *7/8* in. Rivets, about *6* apart.

Rivets, state whether Iron or Steel. *iron*

FRAMES extend in one length from *centre girder* to *tank margin* and from *thence* to *gunwale*

REVERSED FRAMES on floors and frames extend from *centre girder to spar deck, alternately to forecastle deck, double on floors in engine and boiler space*

MASTS, SPARS, &c.

LOWER MASTS.	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	steel	53-6	21 x ½	17 x ½	✓	15 x ½	2	✓	✓	single	treble above deck
Main		54-6	21 x ½	17 x ½	✓	15 x ½	2	✓	✓	"	"
Mizen											
Bowprit											
Topmasts, Yards and Remainder of Spars <i>fitch pine</i>											
Rigging, Material and Size, Shrouds <i>6/8 galvanized iron wire 3½"</i> Stays <i>14"</i>											
Sails. <i>one</i> Suit of <i>fore & aft</i> Sails, and the following spare sails											

EQUIPMENT No. *38384* LETTER *W* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	Cwts.	qrs.	lbs.			
40203	1st Bower	50	0	0	42	7	2	50	0	0	Reliance Cat Steel	W. L. Evers & Co. Ltd	London 17/1/01 H. J. Welford
40205	2nd "	49	3	14	42	5	3	50	0	0	"	"	17/1/01 " "
40217	3rd "	42	2	14	37	11	3	42	2	0	"	"	17/1/01 " "
	Collective weight	142	2	0				142	2	0			
40127	Stream	12	1	14	14	4	0	12	0	0	Common	J. Abbott & Co. Ltd	London 4/1/01 H. J. Welford
40128	Kedge	6	0	0	8	5	0	6	0	0			4/1/01 " "
	2nd Kedge												

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	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.									
15641	270	2½	107½ 76½	573.3.7	573.2.14	270. 2½	stud link	J. Abbott & Co. Ltd	Old 10/1/01 H. J. Welford	TOWLINE steel wire	120	4½	39	120 x 4½
										HAWSER "	90	3½	22	90 x 3½
										WARP "	90	3	18	90 x 3
Iron Stream Cable } Steel Wire ... }	90	4½	39	✓	✓	90 x 4½	steel wire	Bullivant & Co. Ltd	Certified by Bullivant & Co. Ltd 29th Nov 1900	Certified by Messrs. ... maxilla 2 3/4	2 3/4	7	✓	2 3/4 90 x 7

Boats *two life boats and two others*

Pumps, Number *as per approved plan*

Windlass is *Emerson Walker & Thompson Bros Ltd*

Engine Room Skylights.—How constructed? *steel on house 7½ ft above bridge deck, with solid wood flaps*

What arrangements for deadlights in bad weather? *thick glass bullseyes in wood flaps*

Coal Bunker Openings.—How constructed? *plate coamings* How are lids secured? *by bars and tarpaulins* Height above deck? *21 above bridge deck*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *nine scuppers; seven freeing ports 30 x 18 on each side*

Ceiling in Holds, thickness and material *2½ W.P.* Ceiling 'tween Decks, thickness and material *2 W.P.*

Cargo Hatchways.—How formed? *plate coamings* Hatches, If strong and efficient?

State size No. 1 Hatch (Forward) *24 x 16* No. 2 Hatch *24 x 16* No. 3 Hatch *10 x 16½* No. 4 Hatch *24 x 16* No. 5 Hatch *24 x 16*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *two web plates in each large hatch, and three steel fore and afters*

No. of Breasthooks *five & deep floors* No. of Crutches *three & deep floors*

Bulwarks, height above deck and description *4-3 of ¼ iron plate* Main Rail, material and size *steel bull angle 6 x 3*

The above is a correct description.

Builder's Signature (here only.) *J. J. O. Armit* Secretary.

Surveyor's Signature *J. Bennett* 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)

10th May 1900 "M"

20th Sept 1900 "E"

Freeboard

19th March 1901 "M"

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

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

yes

from the faying surfaces?

yes

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

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

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

The workmanship is good, and the vessel has been built in accordance with the approved plans (eight in number) which, together with the forgings before are attached hereto. The collision bulkhead has been tested by filling the fore peak with water to height of load line. Tunnel and weather decks have been tested with water from hose and found satisfactory. Vessel placed in dry dock before completion, bottom cleaned, and recoated. A sister vessel to SS "Hendonhall" West Hartlepool Report No 11444

Drawings

Midship Section

Profile

Main Deck Plan

Bunking Arrangement

Sections for Bunking Arrangement

Connection at Tank Side

Strengthening of Bottom forward of 3-2

Bunking Plan

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. 100 ft., F'castle 34 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)

Star & K. 5th in 5th, 2nd to 5th r deep framing

Official No. 112436; Signal Letters

How are the surfaces preserved from oxidation? Inside

Paint and cement and 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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	112	308	Fore peak tank,		
Double bottom, forward,	144	438	After peak tank,		101
Double bottom, under Engines and Boilers,	36	126	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. 1809

Date 11th May 1901

Order for Ordinary Survey No.

Date

No. 117 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

The amount of Entry Fee £ 5

Special Survey Fee £ 121

Travelling Expenses, if any £

Fees applied for,

29.3.1901

Received by me,

30/3/1901

Certificate to be sent to 10. Hartlepool.

I am of opinion this Vessel should be Classed

100A1

Steel, 5th deck with freeboard

With, or without Freeboard, as condition of Class

J. Bennett

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

Committee's Minute

TUES. APR 2 1901

Character assigned

100A1 Steel
spec dk with freeboard 5.6.4 1/2

acc. P. L. + L. M. 6.3.01



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