

For 2 Dks., ~~IRON~~ and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 44980
WED. 25 MAR 1903

Received at London Office

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *24 March 1903*
Date, First Survey *Nov. 19 1901*

Port of *Newcastle on Tyne*
Last Survey *March 17 1902*
Rig *Schooner*

Master *H Wheeler*

Year of appointment (1) As master in service of owner of present vessel - 19 *03*
(2) As master of this vessel 19 *03*

Built at *Blyth*

When built *1902* Launched *July 8 1902*

By whom built *Blyth Shipbuilding Co.*

Owners *John Hall jun & Co*

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

Residence

Port belonging to *London*

Survey held at
On the *SS Lusitania*
TONNAGE under 1602.09
Tonnage Deck 46.20
Do. of Poop
Do. of Raised Qr. 122.23
Do. of Bridge House 35.18
Do. of Forecastle 5.04
Do. of Houses on Deck 23.15
Do. of excess of Hatchways
Do. above Crown of Engine Room 1834.39
Gross Tonnage 60.62
Less Crew Space
Less above Crown of Engine Room 1443.44
TONNAGE FOR FEES 584.00
Less Engine Room 20.44
Less Navigation Spaces

~~ONE~~ TWO DECKED VESSEL.
CLASS *100 A*

Half Breadth (moulded) 19.65
Depth from upper part of Keel to top of Main Deck Bms. 21.62
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 38.04
1st Number 49.31
Length on deck from after part of stem to fore part of stern post 268.5
2nd Number 21294.43
Proportions—Breadths to Length 6.83
Depths to Length—Main Deck to top of Keel 12.36

Destined Voyage *London*

If Surveyed while Building, Afloat, or in Dry Dock *Building afloat*

Master Tonnage 1166.33
cut on Beam

LENGTH on Deck as 268 6
Feet. Inches
BREADTH—Feet. Inches
Moulded 39 3 1/2
DEPTH, ACTUAL—Feet. Inches
Top of Floors to top of Main Deck Beams 18 5 1/2
No. of Decks with Flat laid 2
No. of Tiers of Beams 2
Moulded Depth, 20 ft. 10 ins. Round of Beam, Actual 9 1/2 ins.

| FRAMING. | | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. |
|---|--|-----------------|-----------------|----------------|---------------------------------|-----------------|-----------------|----------------|---------------------------------|
| AME, Angles, 7 E Bars, 11-10 | amidships | 6 | 3 | 11-10 | 6 | 3 | 11-10 | 6 | 3 |
| Do. for 1 at each end | in peaks | 5 | 3 | 4 | 5 | 3 | 4 | 5 | 3 |
| Do. in way of Double Bottoms at Solid Floors | | 3 | 3 | 8-4 | 3 | 3 | 8-4 | 3 | 3 |
| " | at intermdt. Bkts. | 24 | | | 24 | | | 24 | |
| ing of Frames from centre to centre | | 3 1/2 | 3 | 8 | 3 1/2 | 3 | 8 | 3 1/2 | 3 |
| VERSED FRAME, Angles, 11 peaks | | 3 1/2 | 3 | 8 | 3 1/2 | 3 | 8 | 3 1/2 | 3 |
| EEP FRAMING, depth of girder | Bull angles | 24 | E | 11 | 24 | E | 11 | 24 | E |
| DOORS, depth and thickness of Floor Plate | at mid-line | 24 | E | 11 | 24 | E | 11 | 24 | E |
| " | in way of Engines and Boilers | 3 | 12 | | 3 | 12 | | 3 | 12 |
| " | thickness at the ends of vessel | | | | | | | | |
| " | depth at 1/2 the half breadth, as per Rule | | | | | | | | |
| " | height extended at the Bilges | | | | | | | | |
| DOORS & BRACKETS, in Cell Dble Bottoms | | | | 4 | | | | 4 | |
| " | state if flanged (top & bottom) | | | | | | | | |
| " | Spacing | 24 | | | 24 | | | 24 | |
| ENTRE GIRDER, in Double Bottom, depth | | 38 | | 10-8 | 38 | | 10-8 | 38 | |
| " | and thickness | 4 | 4 | 9-8 | 4 | 4 | 9-8 | 4 | 4 |
| " | Angles, Top | 4 | 4 | 11-10 | 4 | 4 | 11-10 | 4 | 4 |
| " | " Bottom | 4 | 4 | 11-10 | 4 | 4 | 11-10 | 4 | 4 |
| DE GIRDERS, number on each side & thickness | | 1 | | | 1 | | | 1 | |
| " | state if flanged (top & bottom) | | | | | | | | |
| " | Angles | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 |
| MARGIN PLATE, depth (exclusive of flange) | | 28 | | 8 | 28 | | 8 | 28 | |
| " | and thickness | 3 1/2 | 3 1/2 | 5 | 3 1/2 | 3 1/2 | 5 | 3 1/2 | 3 1/2 |
| " | Angles to Outside Plating | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 |
| " | Floors | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 |
| " | Height of Floors at the Bilges | 36 | | 9-8 | 36 | | 9-8 | 36 | |
| NER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | | | | |
| " | thickness in Engine and Boiler space | | | 4 | | | 4 | | |
| " | Remainder in Holds | | | | | | | | |
| EAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | 6 | 3 | 9 | 6 | 3 | 9 | 6 | 3 |
| " | Angles on Upper Edge | | | 24 | | | 24 | | |
| " | Spacing | 10 | 6 | 11 | 10 | 6 | 11 | 10 | 6 |
| EAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | | | |
| " | Angles on Upper Edge | | | 48 | | | 48 | | |
| " | Spacing | | | | | | | | |
| EAMS, Hold, Plate or Tee Bulb | | | | | | | | | |
| " | Angles on Upper Edge | | | | | | | | |
| " | Spacing | | | | | | | | |
| EAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | 6 1/2 | 3 | 8 | 6 1/2 | 3 | 8 | 6 1/2 | 3 |
| " | Angles on Upper Edge | | | 48 | | | 48 | | |
| " | Spacing | | | | | | | | |
| EAMS, Bridge or Pt. Awng Deck, Angle, Bulb Angle, Plate or Tee Bulb | | 4 | 5 | 8 | 4 | 5 | 8 | 4 | 5 |
| " | Angles on Upper Edge | | | 48 | | | 48 | | |
| " | Spacing | | | | | | | | |
| EAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | | 4 1/2 | 5 | 8 | 4 1/2 | 5 | 8 | 4 1/2 | 5 |
| " | Angles on Upper Edge | | | 48 | | | 48 | | |
| " | Spacing | | | | | | | | |
| ILLARS, In 'tween Decks, Size and Spacing | | 2 1/8 | 48 | 2 1/8 | 48 | 2 1/8 | 48 | 2 1/8 | 48 |
| " | Hold | 3 7/8 | 48 | 3 7/8 | 48 | 3 7/8 | 48 | 3 7/8 | 48 |
| " | Quarter, 'tween Dks. | | | | | | | | |
| " | In Hold | | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | | | |
| " | Brdth. & Thickness | | | | | | | | |
| " | No. of Side Stringers | | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | 3 | 48 | 3 | 48 | 3 | 48 | 3 | 48 |
| " | Brdth. & Thickness | 10 | 8 | 15 | 8 | 15 | 8 | 15 | 8 |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | | | |
| " | Brdth. & Thickness | | | | | | | | |
| " | No. of Side Stringers | | | | | | | | |
| " | Size of Angles or Tee Bars to Web Frames | | | | | | | | |
| BRACKET PLATES to Stringers between Web Frames, Depth and Thickness | | | | | | | | | |

| FORGINGS AND CASTINGS. | | Inches in Ship. | | Inches per Rule. Or as Approved. | | | | | |
|--|----------------------------|-----------------|----------------|----------------------------------|-----------------------|---------------------------|----------------|--------------------------|-----------|
| KEEL, Bar or Side Plates depth and thickness | | Flat keel plate | | | | | | | |
| STEM, moulding and thickness | | 9 x 2 1/2 | | 9 x 2 1/2 | | | | | |
| STERN-POST for Rudder do. do. | | 9 x 5 1/2 | | 9 x 5 1/2 | | | | | |
| " for Propeller | | 9 x 5 1/2 | | 9 x 5 1/2 | | | | | |
| MAIN PIECE of Rudder, diameter at head | | 7 1/4 | | 7 1/4 | | | | | |
| do. at heel | | 5 1/2 | | 5 1/2 | | | | | |
| RUDDER, how constructed | Forged post & single plate | 20% | | | | | | | |
| Can the Rudder be unshipped afloat? | | Yes | | | | | | | |
| KEELSONS AND STRINGERS. | | Inches in Ship | Inches in Ship | 20ths in Ship | Inches per Rule Or as | Inches per Rule Approved. | 2 ths per Rule | | |
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | 38 | - | 10-8 | 38 | - | 10-8 | | |
| " Rider Plate | | 36 | - | 9 | 36 | - | 9 | | |
| " Bulb Plate to Intercoastal Keelson | | - | - | - | - | - | - | | |
| " Horizontal Plates on Floors | | - | - | - | - | - | - | | |
| " Angles | | - | - | - | - | - | - | | |
| SIDE KEELSON, Angles | | 5 1/2 | 4 | 9 | 5 1/2 | 4 | 9 | | |
| " Bulb or Plate above floors for lng. | | - | - | - | - | - | - | | |
| " Intercoastal Plate for full length | | - | - | 8 | - | - | 8 | | |
| " Attached to outside plating with Angle | | 3 1/2 | 3 1/2 | 4 | 3 | 3 | 4 | | |
| BILGE KEELSON, Angles | | - | - | - | - | - | - | | |
| " Bulb or Plate above floors for lng. | | - | - | - | - | - | - | | |
| " Intercoastal Plate for length | | - | - | - | - | - | - | | |
| " Attached to outside plating with Angle | | - | - | - | - | - | - | | |
| BILGE STRINGER Angles | | 5 1/2 | 4 | 9 | 5 1/2 | 4 | 9 | | |
| " Bulb Plate for length | | - | - | - | - | - | - | | |
| " Intercoastal Plate for length | | - | - | - | - | - | - | | |
| " Attached to outside plating with Angle | | - | - | - | - | - | - | | |
| SIDE STRINGER Angles | In E. & B. space | 3 1/2 | 3 1/2 | 4 | 3 1/2 | 3 1/2 | 4 | | |
| " Bulb Intercoastal Plate for lng. | | 34 | - | 9-8 | 34 | - | 9-8 | | |
| " Attached to outside plating with Angle | | 4 | 4 | 9-8 | 4 | 4 | 9-8 | | |
| Main and Raised Quarter Deck Stringer | | 39 | 10-8 | 39 | 10-8 | | | | |
| " Plate, breadth and thickness | | 4 1/2 | 4 1/2 | 9-8 | 4 1/2 | 4 1/2 | 9-8 | | |
| " Angle on ditto | | - | - | - | - | - | - | | |
| " Tie Plates, outside Hatchways | | - | - | - | - | - | - | | |
| " Diagonal Tie Plates on Bms., No. of Pairs | | - | - | 4-6 | - | - | 4-6 | | |
| " Main Dk* Iron or Steel for full lng. | | - | - | - | - | - | - | | |
| " R. Q. Dk* Iron or Steel for lng. | | - | - | - | - | - | - | | |
| " Wood Deck, Material & thickness | | - | - | - | - | - | - | | |
| Lower Deck Stringer Plate, breadth and thickness | | 34 | 9-8 | 34 | 9-8 | | | | |
| " Angles on ditto, No. | | 4 1/2 | 4 1/2 | 9-8 | 4 1/2 | 4 1/2 | 9-8 | | |
| " Tie Plates, outside Hatchways | | 14 | 10-8 | 14 | 10-8 | | | | |
| " Deck* Material and thickness | W. Pine | 6 x 2 1/2 | | 6 x 2 1/2 | | | | | |
| Hold Stringer Plate | | - | - | - | - | - | - | | |
| " Angles on ditto, No. | | - | - | - | - | - | - | | |
| Poop Deck Stringer Plate, breadth & thickness | | 24 | 6 | 24 | 6 | | | | |
| " Angle on ditto | | 3 x 3 | 4 | 3 x 3 | 4 | | | | |
| " Tie Plates | | - | - | 6 | - | - | 6 | | |
| " Deck, Material and thickness | Steel | - | - | - | - | - | - | | |
| Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness | | 30 | 8 | 30 | 8 | | | | |
| " Angle on ditto | | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | | |
| " Tie Plates | | 3 x 3 | - | 5 x 3 | - | - | 5 x 3 | | |
| " Deck, Material and thickness | P. Pine | 5 x 3 | | 5 x 3 | | | | | |
| Forecastle Deck Stringer Plate, brdth & thoknss | | 24 | 6 | 24 | 6 | | | | |
| " Angle on ditto | | 3 x 3 | 4 | 3 x 3 | 4 | | | | |
| " Tie Plates | Partially Plated | 12 | 6 | 12 | 6 | | | | |
| " Deck, Material and thickness | P. Pine | 5 x 3 | | 5 x 3 | | | | | |
| * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | | | | | | |
| BULKHEADS. | | Number. | Thickness. | STIFFENERS. | | | | Single or Double Frames. | Height up |
| | | In Vessel. | Per Rule. | Horizontal. | | Vertical. | | | |
| | | Inches. | Inches. | Size. | Spacing. | Size. | Spacing. | | |
| | | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | | |
| W.T. BULKHEADS | | 4 | 1 1/2 | 7 | 6 1/2 | 3 1/2 | 48 | 0 1/2 | 4 1/2 |
| PARTITION | | 1 | 1 1/2 | 6 1/2 | 3 1/2 | 48 | 0 1/2 | 4 1/2 | 0 1/2 |
| LONGITUDINAL | | | | | | | | | |
| Are the outside Plates doubled two spaces of Frames in length? Diamond plate | | | | | | | | | |
| Are the Stairs Valves and Watertight Doors in efficient working order? Yes | | | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|---|---|------------|------------|--------------------------|----------|------------|-----------|------------|----------|------------|----------|------------|----------|------------|------------|------------|------|--|--|
| AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES. | | | | BUTTS. | | | | | | | | | |
| STRAKES. | AMIDSHIP. | | FORWARD. | | AFT. | | AMIDSHIP. | | EDGES. | | RIVETS. | | STRAPS. | | IF LAPPED. | | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | | | |
| FLAT PLATE KEEL | 36 | 16 | 12 | 12 | 36 | 16-12 | Double | 6 | 1 | 4 1/8 | Double | 1 | 3 1/2 | 19 | 10-12 | - | - | | |
| GARBOARD OF A STRAKE | 46 | 12 | 11 | 11 | - | 12-11 | - | 5 1/4 | 3/8 | 3 1/2 | Double | 7/8 | 3 1/2 | - | - | 9 | Full | | |
| State actual thickness in way of Double Bottom. | B | 5 1/2 | 10 | 8 | 8 | 10-8 | - | - | - | - | - | - | - | - | - | - | - | | |
| C | 5 1/2 | 10 | 9 | 9 | - | 10-9 | - | - | - | - | Quadr | - | - | - | - | - | - | | |
| D | 5 1/2 | 11 | 8 | 8 | - | 11-8 | - | - | - | - | Double | - | - | - | - | - | - | | |
| E | 5 1/2 | 13 | 10 | 10 | - | 13-10 | - | - | - | - | - | - | - | - | - | - | - | | |
| F | 4 1/2 | 13 | 10 | 10 | - | 13-10 | - | - | - | - | - | - | - | - | - | - | - | | |
| G | 5 1/2 | 10 | 8 | 8 | - | 10-8 | - | - | - | - | - | - | - | - | - | - | - | | |
| H | 4 1/2 | 11 | 9 | 9 | - | 11-9 | - | - | - | - | - | - | - | - | - | - | - | | |
| J | 5 1/2 | 12 | 8 | 8 | - | 12-8 | - | 6 | 1 | 4 1/8 | - | - | - | - | - | - | - | | |
| Sheers | K | 4 1/2 | 15 | 10 | 10 | 15-10 | Single | 3 | 7/8 | 3 1/2 | - | 1 | 3 1/2 | - | 10 1/2 | - | - | | |
| L | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| M | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| N | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| O | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| P | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| DOUBLING OF Flat Plate Keel | Length of Bilges of Sheerstrakes. Increased 2/20 for 3/4 L. & doubled for 20' 0" at ends of bridge. | | | | | | | | | | | | | | | | | | |
| POOP SIDES | 4 | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | 9.8 | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | 4 | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | 15' 0" | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | 15' 0" | | | | | | | | | | | | | | | | | | |
| 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, outside Plating, &c.? <i>South Durham S. & C. Co. Ltd.</i> <i>W. Spencer; Bolton & Vaughan; Consett Iron Co. Ltd.; Worsley & Co. Ltd.; Palmers S. & C. Co. Ltd.</i> Has the Steel been tested as required by the Rules? <i>Yes</i> | | | | | | | | | | | | | | | | | | | |
| Main Stringer Plate Butts, treble riveted for 1/2 length amidship. Straps, single, double or overlapped for full length amidship. | | | | | | | | | | | | | | | | | | | |
| Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted for 1/2 length amidship. | | | | | | | | | | | | | | | | | | | |
| Inner Bottom Plating, riveting of Edges 5/16" x 1/4" Butts 5/16" x 3/4" | | | | | | | | | | | | | | | | | | | |
| Centre Girder Butts, treble riveted. Keelson Butts, riveted. | | | | | | | | | | | | | | | | | | | |
| Frames, riveted through Plates with 7/8" in Rivets, about 6 apart. | | | | | | | | | | | | | | | | | | | |
| Rivets, state whether of Iron or Steel <i>Iron</i> | | | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from <i>margin plate to upper deck</i> state if ordinary or joggled | | | | | | | | | | | | | | | | | | | |
| REVERSED FRAMES on floors and frames extend from <i>in after peak all to upper deck</i> state if ordinary or joggled | | | | | | | | | | | | | | | | | | | |
| fore peak to lower & 1' castle etc alternately | | | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | | | |
| LOWER MASTS, ... Fore ... Steel 6' 6" 16 1/2 220 14 1/2 220 11 1/2 220 200 | | | | | | | | | | | | | | | | | | | |
| Main ... Steel 60' 6" 16 1/2 220 14 1/2 220 11 1/2 220 | | | | | | | | | | | | | | | | | | | |
| Mizen ... Steel 60' 6" 16 1/2 220 14 1/2 220 11 1/2 220 | | | | | | | | | | | | | | | | | | | |
| Bowsprit ... Steel 60' 6" 16 1/2 220 14 1/2 220 11 1/2 220 | | | | | | | | | | | | | | | | | | | |
| Topmasts, Yards and Remainder of Spars ... 3" Steel wire | | | | | | | | | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds ... 3" Steel wire | | | | | | | | | | | | | | | | | | | |
| Sails ... one Suit of fore top | | | | | | | | | | | | | | | | | | | |
| Sails and the following spare sails ... 2' 1/2 3 1/2 Steel wire | | | | | | | | | | | | | | | | | | | |
| Equipment No. 22355 Letter 2 Tonnage U.D.K. or Plating No. for Trawlers | | | | | | | | | | | | | | | | | | | |
| ANCHORS. | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. Anchors. Weight, Ex Stock. Weight of Stock. Test, per Certificate. Weight Required by Table 22. Description of Anchor. Makers. Where and when tested and Superintendent. | | | | | | | | | | | | | | | | | | | |
| 23464 1st Bower ... 37 3 4 34 6 1 0 34 2 0 <i>Sylas Paton</i> <i>R. & J. Scott & Co. Ltd.</i> | | | | | | | | | | | | | | | | | | | |
| 23465 2nd ... 34 0 0 34 15 0 0 34 2 0 <i>"</i> <i>"</i> | | | | | | | | | | | | | | | | | | | |
| 23466 3rd ... 32 2 4 32 10 0 0 32 3 0 <i>"</i> <i>"</i> | | | | | | | | | | | | | | | | | | | |
| Collective weight 107 1/2 14 106 3 0 | | | | | | | | | | | | | | | | | | | |
| 23467 Stream ... 9 2 0 2 2 4 11 11 1 0 9 2 0 <i>Rodgers</i> <i>"</i> | | | | | | | | | | | | | | | | | | | |
| 23468 Kedge ... 4 3 4 1 1 3 4 2 2 0 4 3 0 <i>"</i> <i>"</i> | | | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. Length and size supplied. Test per Certificate. Weight of Chain Cable. Length & size per Table 22. Description. Makers of Cables. When and where tested and Superintendent. | | | | | | | | | | | | | | | | | | | |
| 23464 23465 23466 23467 23468 23469 23470 23471 23472 23473 23474 23475 23476 23477 23478 23479 23480 23481 23482 23483 23484 23485 23486 23487 23488 23489 23490 23491 23492 23493 23494 23495 23496 23497 23498 23499 23500 | | | | | | | | | | | | | | | | | | | |
| HAWSEERS AND WARPS. | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. Length and size supplied. Breaking Test of Steel Wire. Length and size per Table 22. Description. Makers of Cables. When and where tested and Superintendent. | | | | | | | | | | | | | | | | | | | |
| 23464 23465 23466 23467 23468 23469 23470 23471 23472 23473 23474 23475 23476 23477 23478 23479 23480 23481 23482 23483 23484 23485 23486 23487 23488 23489 23490 23491 23492 23493 23494 23495 23496 23497 23498 23499 23500 | | | | | | | | | | | | | | | | | | | |
| Boats ... Two life & one other | | | | | | | | | | | | | | | | | | | |
| Pumps, Number ... One | | | | | | | | | | | | | | | | | | | |
| Windlass is ... One | | | | | | | | | | | | | | | | | | | |
| Engine Room Skylights ... How constructed? | | | | | | | | | | | | | | | | | | | |
| What arrangements for deadlights in bad weather? | | | | | | | | | | | | | | | | | | | |
| Coal Bunker Openings ... How constructed? | | | | | | | | | | | | | | | | | | | |
| Number of Scuppers, and number and dimensions of Freeing Ports, &c. | | | | | | | | | | | | | | | | | | | |
| Ceiling in Holds, thickness and material | | | | | | | | | | | | | | | | | | | |
| Cargo Hatchways ... How formed? | | | | | | | | | | | | | | | | | | | |
| State size No. 1 Hatch (Forward) 25' 0" x 13' 0" No. 2 Hatch 25' 0" x 13' 0" No. 3 Hatch 25' 0" x 13' 0" No. 4 Hatch 25' 0" x 13' 0" | | | | | | | | | | | | | | | | | | | |
| Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch | | | | | | | | | | | | | | | | | | | |
| Bulwarks, height above deck and description | | | | | | | | | | | | | | | | | | | |
| The above is a correct description. | | | | | | | | | | | | | | | | | | | |
| Builder's Signature (here only) <i>James C. Turpin</i> | | | | | | | | | | | | | | | | | | | |
| Surveyor's Signature <i>James C. Turpin</i> | | | | | | | | | | | | | | | | | | | |
| 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 the case)

14/5/01 M. 14/5/01 M. 4/9/01 M. 14/10/01 M. 8/11/01 M. 19/12/01 E. 24/2/02 M. 3/3/02 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*

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 counterbored in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *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, the Secretary's letters, and otherwise in accordance with the rules. The Freeboard assigned by the Committee has been marked on the sides of the vessel and verified. The workmanship is good.

As this vessel was launched in July 1902 it is submitted that the date of entry 1903-1st month should be assigned.

It is desired that the accompanying approved plans - 7th number viz. Midship section, Profile, Pumping Plan, Rudder Plan, Dist. Steel Stern frame, Bridge deck, and after peak bulkhead - be returned, in view to deal with the sister ship, - Blyth S.B. Co. S.S. No. 112.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18 ft., R.Q.D. or Break 18 ft., Bridge Dk. 64 ft., F'castle 25 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 deck, steel, two tiers beams*

Official No. ; Signal Letters ; State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular system*

| Where fitted. | *Length. Feet. | Water Capacity. Tons. | Where fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|----------------|-----------------------|-------------------------|----------------|-----------------------|
| Double bottom, aft, | 44 | 118 | Fore peak tank, | - | - |
| Double bottom, under Engines and Boilers, | - | - | After peak tank, | - | - |
| Double bottom, if under Engines only, | - | - | Deep tank, aft, | - | 56 |
| Double bottom, if under Boilers only, | - | - | Deep tank, forward, | - | - |
| Double bottom, forward, | 94 | 148 | Other tanks, if fitted, | - | - |

* 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, Satisfactory*

Order for Special Survey No. 3201

Date 4-10-01

No. 109 in builder's yard.

DATES OF SURVEYS held while building

1901. Nov. 19, 21, 26, 29, Dec. 3, 6, 9, 12, 17, 24, 27, 31. 1902. Jan. 2, 6, 10, 14, 16, 21, 24, 28, 30, Feb. 4, 6, 11, 15, 20, 25, 27, 28, Mar. 4, 6, 10, 13, 17, 19, 20, 26, 27, Apr. 1, 4, 8, 10, 15, 17, 20, 22, 26, May 1, 6, 11, 15, 21, 23, 26, 29, 30, June 3, 5, 9, 10, 12, 17, 20, July 2, 4, 8, 9, 20, 25, 27, 31, Aug. 1, 6, 8, 11, 12, 13, 14, 15, 19, 20, 22, 25, 27, Sep. 2, 6, Oct. 8, 12, 20, 28. 1903. Jan. 11.

Total No. of Visits 95.

The amount of Entry Fee £ 4 : : : Fees applied for, 24 MAR 1903

Special £ 69 : 4 : : Received by me, 1.4.03

Travelling Expenses, if any £ : : : 2.4.03

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *+100 A.1.*

With, or without Freeboard, as condition of Class *Without*

Committee's Minute

Character assigned *100 A.1. Steel*

James C. Turpin *Andrew Graham*
Surveyor to Lloyd's Register of British and Foreign Shipping.

W845-0142 (212)