

1~~0~~2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 21574

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report 10th November 1903 Port of *Sunderland*
Date, First Survey 21st May 1903 Last Survey 2nd Nov^r 1903.
Rig *Four aft schooner*

Survey held at *Sunderland*
On the *Steel Screw Steamer "Factor."* Master *H Brownfield.*
TONNAGE under Tonnage Deck... *933.99* ONE OR TWO DECKED VESSEL.
Do. of Poop *37.22* CLASS *8 100 A1*
Do. of Raised Qr. *78.98*
Do. of Bridge House *66.56* Half Breadth (moulded) *17.37*
Do. of Forecastle *7.45* Depth from upper part of Keel to top of Main Deck Bms. *17.45*
Do. of Houses on Deck *53.66* Girth of Half Midship Frame (as per Rule) *31.50*
Do. of excess of Hatchways *1177.86* 1st Number *66.32*
Do. above Crown of Engine Room *81.64* Length on deck from after part of stem to fore part of stern post *226.16*
Gross Tonnage *1126.82* 2nd Number *14998*
FOR FEES *376.92* Proportions—Breadths to Length *6.6*
ine Room *20.18* Depths to Length—Main Deck to top of Keel *12.96*
gation Spaces *729.72* Destined Voyage *Hamburg* *Surveyed while Building, Afloat, or in Dry Dock*

on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
226	2		Moulded	34	9	Top of Floors to top of Main Deck Beams	14	7 1/2	One
ns of Ship per Register, Length, 227.9 breadth, 35.05 depth, 14.6 Moulded Depth, 16 ft. 9 ins. Round of Beam, Actual 8 1/2 ins.									

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule.
3. Angles, <i>7</i> Bars, for 1/2 length amidships	5 1/2	3	8	5 1/2	3	KEEL, Bar or Side Plates depth and thickness	7 1/2	8 1/2
or 1/2 at each end	5 1/2	3	7	5 1/2	3	STEM, moulding and thickness	8 x 2 1/2	8 x 2 1/2
way of Double Bottoms at Solid Floors	3 1/2	3	7.6	3 1/2	3	STERN-POST for Rudder do. do.	8 x 4 1/4	8 x 4 1/4
" " at intermdt. Bkts.	3 1/2	3	7.6	3 1/2	3	" for Propeller	8 x 4 1/4	8 x 4 1/4
of Frames from centre to centre	23		23			MAIN PIECE of Rudder, diameter at head	5 1/2 dia	5 1/2 dia
SED FRAME, Angles	Bull angle frames					do. at heel	4 1/2	4 1/2

FRAMING, depth of girder	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	RUDDER, how constructed	Inches in Ship.	Inches per Rule.
depth and thickness of Floor Plate	34	6	34	6		Can the Rudder be unshipped afloat?	Yes.	Yes.
at mid line for 1/2 length amidships	67 1/2		67 1/2					

way of Engines and Boilers	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	KEELSONS AND STRINGERS.	Inches in Ship.	Inches per Rule.
thickness at the ends of vessel	7		7			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
depth at 1/2 the half breadth, as per Rule	7		7			" Inter Plate		

right extended at the Bilges	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Bull Plate to Intercoastal Keelson	Cellular Double Bottom.	
IS & BRACKETS, in Cell Dble Bottoms	No		No			" Horizontal Plates on Floors		
" state if flanged (top & bottom)	23		23			" Angles		

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	SIDE KEELSON, Angles		
IE GIRDER, in Double Bottom, depth and thickness	34	8	34	8		" Bull or Plate above floors for	Ing.	
" Angles, Top	3 1/2	3 1/2	7	3 1/2	3 1/2	" Intercoastal Plate for	length	

" Bottom	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Attached to outside plating with Angle		
GIRDERS, number on each side & thickness state if flanged (top & bottom)	One	6	One	6		BILGE KEELSON, Angles		
Angles	3	3	7	3	3	" Bull or Plate above floors for	73' Ing.	8

IN PLATE, depth (exclusive of flange) and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Intercoastal Plate for	length	
Angles to Outside Plating	3 1/2	3 1/2	7	3 1/2	3 1/2	" Attached to outside plating with Angle	Bar 6	3 1/2
" Floors	3	3	7	3	3	BILGE STRINGER Angles		

Height of Floors at the Bilges	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Bull Plate for	length	
BOTTOM PLATING, breadth and thickness of Middle Line Strake	35	8	25	8		" Intercoastal Plate for	length	
" thickness in Engine and Boiler space	8 1/2		8 1/2			" Attached to outside plating with Angle		

" Remainder in Holds	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	2SIDE STRINGERS Angles (Face)	5 1/2	3 1/2
4. Main and Raised Quarter Deck, Angle, Bull Angle, Plate or Tee Bull	5 1/2	3	8	5 1/2	3	" Bull or Intercoastal Plate for	Full Ing.	16
Angles on Upper Edge	6	3	9	6	3	" Attached to outside plating with Angle	4 to framing	3

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Main and Raised Quarter Deck Stringer	33	10
Lower Deck, Single Angle, Bull Angle, Plate or Tee Bull	5 1/2	3	7	5 1/2	3	Plate, breadth and thickness	3 1/2 x 3 1/2	8
Angles on Upper Edge	23		23			" Angle on ditto	3 1/2 x 3 1/2	8

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Tie Plates, outside Hatchways	4 x 4	8
Hold, Plate or Tee Bull	6	3	9	6	3	" Diagonal Tie Plates on Bms., No. of Pairs	10/20	10/20
Angles on Upper Edge	46		46			" Main Dk* Iron or Steel for	full Ing.	6

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" R. Q. Dk* Iron or Steel for	full Ing.	6
Poop Deck, Angle, Bull Angle, Plate or Tee Bull	6	3	9	6	3	" Wood Deck, Material & thickness	No wood deck laid	
Angles on Upper Edge	46		46			Lower Deck Stringer Plate, breadth and thickness		

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Angles on ditto, No.		
Bridge or Pt. Awng. Deck, Angle, Bull Angle, Plate or Tee Bull	5 1/2	3	7	5 1/2	3	" Tie Plates, outside Hatchways		
Angles on Upper Edge	8	3	10	8	3	" Deck* Material and thickness		

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Hold Stringer Plate		
IS, Forecastle Deck, Angle, Bull Angle, Plate or Tee Bull	5 1/2	3	8	5 1/2	3	" Angles on ditto, No.		
Angles on Upper Edge	3 1/2	3	7	3 1/2	3	Poop Deck Stringer Plate, breadth & thickness	25	6

Spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Angle on ditto	3 1/2 x 3	6
ARS, In 'tween Decks, Size and Spacing	3 1/2	3	7	3 1/2	3	" Tie Plates	9	8
" Hold	3 1/2	3	7	3 1/2	3	" Deck, Material and thickness	5 x 3	5 x 3

" Quarter, 'tween Dks., in lieu of hatch side pillars	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	25	7
" in Hold	3 1/2	3	7	3 1/2	3	" Angle on ditto	3 1/2 x 3	6
FRAMES, In Fore Body, No. and Spacing	7. S=4-5-6	7. S=4-5-6	7. S=4-5-6	7. S=4-5-6	7. S=4-5-6	" Tie Plates	3 1/2 x 3	6

" No. of Side Stringers	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Deck, Material and thickness	5 x 3	5 x 3
WEB FRAMES, In E. & B. Space, No. & Spacing	3. S=5	3. S=5	3. S=5	3. S=5	3. S=5	Forecastle Deck Stringer Plate, brdth & thcknss	25	6
" Brdth. & Thickness	16	7-6	16	7-6	16	" Angle on ditto	3 1/2 x 3	6

" No. of Side Stringers	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	" Tie Plates	3 1/2 x 3	6
WEB FRAMES, In After Body, No. and Spacing	5. S=6	5. S=6	5. S=6	5. S=6	5. S=6	" Deck, Material and thickness	5 x 3	5 x 3
" Brdth. & Thickness	16	7-6	16	7-6	16	Are the outside Plates doubled two spaces of Frames in length?	Not quite	

" Size of Angle or Tee Bars to Web Frames	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Are the Stnec Valves and Watertight Doors in efficient working order?	Yes.	
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	5 1/2	3 1/2	9	5 1/2	3 1/2			

PLATING.										RIVETING.																																																																																																									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																							
		AMIDSHIP.		AFT.				Ordinary or Joggled?		RIVETS.		IF LAPPED.																																																																																																							
		Breadth.	Thickness.	Thickness.	Thickness.			Single or Double.	Breadth of Lap.	Diam.	Spacing or Pitch.	Diam.	Spacing or Pitch.	Breadth.	For what Length.																																																																																																				
FLAT PLATE KEEL		36	14	12	12			Double	5 1/2	7/8	4	3 1/2	19	16	7 1/2																																																																																																				
GARBOARD OR A STRAKE		36	11	10	11				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
State actual thickness in way of Double Bottom.		36	9	8	10				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
B		36	10	9	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
C		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
D		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
E		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
F		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
G		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
H		36	10	8	8				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
J		39	13	9	9				4 1/2	3/4	3 3/8	3 1/2	19	16	7 1/2																																																																																																				
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FORECASTLE SIDES		6																																																																																																																	
LENGTHS OF PLATING		Seven frame spaces.																																																																																																																	
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>Sunbeam Marine</i> Steel Plates :- <i>Connell & S. Durham</i> " Angles :- <i>Connell & Palmer</i> Iron Plates :- <i>South Durham</i> " Angles :- <i>South Durham</i> Has the Steel been tested as required by the Rules? <i>Yes.</i>																																																																																																																			
Main Stringer Plate { Butts, treble riveted for full length amidship. { Straps, single, double or overlapped for full length amidship. Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted. Inner Bottom Plating, riveting of Edges <i>Remainder Butts E & B space 2'</i> Centre Girder Butts, <i>Treble</i> riveted. Keelson Butts, <i>single</i> riveted. Frames, riveted through Plates with <i>7/8</i> in. Rivets, about <i>6 1/2</i> apart. Rivets, state whether of Iron or Steel <i>Iron</i>																																																																																																																			
FRAMES extend in one length from <i>centre line</i> to <i>margin plate & thence to margin plate & thence to margin plate</i> REVERSED FRAMES on floors and frames extend from <i>centre line to margin plate</i> to <i>margin plate</i> <i>Bull Angle Frames</i> MASTS, SPARS, &c. LOWER MASTS... Fore <i>Steel 6 1/2 x 3</i> Main <i>17 x 20</i> Mizen <i>13 1/2 x 14 1/2</i> Bowsprit <i>17 x 20</i> Topmasts, Yards and Remainder of Spars <i>One</i> Rigging, Material and Size, Shrouds <i>3" Galvanized Steel wire</i> Stays <i>3/4"</i> Backstays <i>2"</i> Sails <i>One</i> Suit of <i>Schooner</i> Sails and the following spare sails Equipment No. <i>16311</i> Letter <i>N</i> * <i>Mechanical</i> Tonnage U.D.K. or Plating No. for Trawlers ANCHORS: <i>H Heck 27-5-03 & 21-8-03.</i>																																																																																																																			
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK</th> <th colspan="2">WEIGHT OF STOCK</th> <th colspan="2">TEST, PER CERTIFICATE</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>lbs.</th> <th>Cwts.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>lbs.</th> <th>Cwts.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>3934</td> <td>1st Bower</td> <td>27</td> <td>0</td> <td>26</td> <td>7</td> <td>2</td> <td>0</td> <td>26</td> <td>7</td> <td>2</td> <td>0</td> <td>Byers Patent</td> </tr> <tr> <td>3958</td> <td>2nd "</td> <td>26</td> <td>2</td> <td>26</td> <td>1</td> <td>3</td> <td>14</td> <td>26</td> <td>1</td> <td>0</td> <td>"</td> <td>"</td> </tr> <tr> <td>3958</td> <td>3rd "</td> <td>22</td> <td>3</td> <td>23</td> <td>0</td> <td>2</td> <td>14</td> <td>22</td> <td>2</td> <td>0</td> <td>"</td> <td>"</td> </tr> <tr> <td></td> <td>Collective weight</td> <td>76</td> <td>1</td> <td>76</td> <td>0</td> <td></td> <td></td> <td>76</td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3929</td> <td>Stream</td> <td>7</td> <td>1</td> <td>7</td> <td>1</td> <td>3</td> <td>14</td> <td>7</td> <td>1</td> <td>0</td> <td>Rodgers</td> <td>"</td> </tr> <tr> <td>3930</td> <td>Kedge</td> <td>3</td> <td>2</td> <td>0</td> <td>3</td> <td>14</td> <td>5</td> <td>18</td> <td>3</td> <td>0</td> <td>"</td> <td>"</td> </tr> </tbody> </table>																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.	Cwts.	lbs.	Cwts.	lbs.	Tons.	Cwts.	lbs.	Cwts.	lbs.	3934	1st Bower	27	0	26	7	2	0	26	7	2	0	Byers Patent	3958	2nd "	26	2	26	1	3	14	26	1	0	"	"	3958	3rd "	22	3	23	0	2	14	22	2	0	"	"		Collective weight	76	1	76	0			76	0				3929	Stream	7	1	7	1	3	14	7	1	0	Rodgers	"	3930	Kedge	3	2	0	3	14	5	18	3	0	"	"
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Boats <i>Two Lifeboats - 22'0"</i> <i>One Dinghy - 16'0"</i> Pumps, Number <i>1</i> <i>Loring Downson</i> Diameter of Barrel <i>5 1/2"</i> State whether they are in efficient working order <i>Yes.</i> Windlass <i>also 1 small pump for fore peak</i> <i>Clarke Chapman</i> Engine Room Skylights.—How constructed? <i>Plate angles</i> Above Bridge Deck <i>3'11"</i> What arrangements for deadlights in bad weather? <i>Steel flap & bulls eyes</i> also <i>battens & cleats</i> Coal Bunker Openings.—How constructed? <i>Plate angles</i> How are lids secured? <i>Battens & cleats</i> Height above deck <i>3'7 1/2"</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>3 forward & 4 aft</i> <i>each side for 2'3"</i> <i>each side aft</i> Ceiling in Holds, thickness and material <i>at bilges only</i> Cargo Battens, thickness and material <i>pine 7x2</i> Cargo Hatchways.—How formed? <i>Usual construction</i> <i>plates & angles</i> Hatches.—If strong and efficient? <i>Solid 2 1/2"</i> State size No. 1 Hatch (Forward) <i>24'11" x 19'0"</i> No. 2 Hatch <i>28'9" x 22'0"</i> No. 3 Hatch <i>21'11" x 21'0"</i> No. 4 Hatch <i>23'0" x 17'0"</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>Two webs in No. 1, 3 & 4 hatchways.</i> Bulwarks, height above deck and description <i>39' x 48' x 5/8" steel</i> No. of Breasthooks <i>Five</i> No. of Crutches <i>One at deck</i> The above is a correct description. <i>FOR S. P. AUSTIN & SON, LIMITED,</i> Main Rail and Stays, material and size <i>Bangle 7 x 3 1/2"</i> Builder's Signature <i>(here only)</i> <i>Surveyor's Signature</i> <i>JSShute</i> <i>Surveyor to Lloyd's Register of British and Foreign Shipping.</i> Form No. 1A. DIRECTOR,																																																																																																																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).
M-26th April 1903. E-4th June. M-11th June.

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 facing 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 *or overlapped?* *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 constructed in accordance with the approved plans, the Secretary's Letters as mentioned above & in other respects in compliance with the requirements of the Rules. The material & workmanship are good.
Attached to this Report is a letter from the Owners sanctioning the dispensing with the ceiling on the tank top.
The Freeboard assigned in the Secretary's Letter dated 16th October 1903 has been duly marked & verified on the vessel's side.
Sunderland Freeboard Report No. 21530.
This vessel is a duplicate of the SS "St. Agnes" No. 223 by the same Builders, with the exception of a poop being fitted in this instance & the forecastle being open. *The Surveyor should state the Number of Report and Name of any Sister Vessel.* *Sunderland Report No. 21473.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *21'7 1/2"*, R.Q.D. or Break *63'7 1/2"*, Bridge Dk. *4'8" 0"*, F'castle *26'0"*.
 (in feet and tenths) where the Poop is on top of the R.Q.D., 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). *1 Dth (Sth) & web frames.*

Official No. *118343* Signal Letters. State if Machinery is fitted aft *No*

How are the surfaces preserved from oxidation? Inside *Current & 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.	Length.	Water Capacity.	
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,	67	94		Fore peak tank,	17	54	
Double bottom, under Engines and Boilers,	33	65		After peak tank,	11	49	
Double bottom, if under Engines only,				Deep tank, aft			
Double bottom, if under Boilers only,				Deep tank, forward			
Double bottom, forward,	88	165		Other tanks, if fitted,			

824 (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. *4431*
 Date *29. 4. 03*
 No. *224* in builder's yard

1903—May 21. 29 June 11. 22. 29 Jul. 1. 3. 7. 8. 14. 21. 24. 28. 31 Aug 7. 10. 13. 20. 19. 24. 28. 31 Sep. 3. 4. 8. 12. 15. 22. 23. 24. 29 Oct. 2. 6. 7. 13. 16. 19. 21. 27. 29 Nov. 2.

Total No. of Visits *41*

The amount of Entry Fee£ *4 0 0* Fees applied for, *9. 11. 1903*
 Special.....£ *53 3 6* Received by me, *11. 11. 1903*
 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 AI* *will Deck.*
 With or without Freeboard, as condition of Class *100 AI*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *JSShute*

Committee's Minute *FRI. 13 NOV 1903*
 Character assigned *100 AI Steel*
Lord Arthur
+ June 10, 03

Certificate Issued. *1903*