

2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 7867
MIN. 7 MAR 1904

State if Report is also sent on the Machinery of the Vessel *yes*

Date of completion of Report *3rd March*
Date, First Survey *23 July 1903*

Received at London Office

Port of *Hamburg*
Last Survey *2nd March* 1904
Rig *TWO MASTS*

Survey held at
On the *STEEL SCREW STEAMER ÖSTERGÖTLAND*

TONNAGE under
Tonnage Deck... *986.86*
Do. of Poop
Do. of Raised Qr.
Dk. or Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage *1096.53*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES... *1094.00*
Less Engine Room
Less Navigation Spaces
Register Tonnage *643.68*
as cut on Beam...

~~ONE OR~~ TWO DECKED VESSEL.
CLASS *100A1*

Master *C. Anderson*
Year of appointment (1) As master in service of owner of present vessel;—19 *03*
(2) As master of this vessel;—*19 04*
Built at *Kiel*
When built *1903-4* Launched *25 Jan. 1904*
By whom built *Howaldtswerke*
Owners *Pederik Aktiel Östergötland*
Managers *Erikson Horn Dahl*
(Where necessary to be entered in Reg. Book)
Residence *Norrköping*
Port belonging to *Norrköping*

Half Breadth (moulded) *14.25*
Depth from upper part of Keel to top of Main Deck Bms. *18.83*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *33.12*
1st Number *69.20*
Length on deck from after part of stem to fore part of stern post *225*
2nd Number *155400*
Proportions—Breadths to Length *6.52*
Depths to Length—Main Deck to top of Keel... *4.95*

Destined Voyage *Blyth* If Surveyed while Building, Afloat, & in Dry Dock *yes*

LENGTH on Deck as per Rule... *225* Feet. *0* Inches.
BREADTH—Moulded... *34* Feet. *6* Inches.
DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *15* Feet. *11* Inches.
No. of Decks with Flat laid *1 St. Stairs*
No. of Tiers of Beams *10 deep frames*
Dimensions of Ship per Register, Length, *225* breadth, *34.6* depth, *15.9* Moulded Depth, *18* ft. *1 1/2* ins. Round of Beam, Actual *8 1/2* ins.

FRAMING.	Inches in Ship.		20ths in Ship.		Inches per Rule Or as Approved.	
	Inches in Ship.	20ths in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.
FRAME, Angles, on Bars, for $\frac{1}{2}$ length amidships	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	<i>4</i>
Do. for $\frac{1}{2}$ at each end	<i>4 1/2</i>	<i>3</i>	<i>4</i>	<i>4 1/2</i>	<i>3</i>	<i>6</i>
Do. in way of Double Bottoms at Solid Floors.	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>3</i>	<i>4</i>
Spacing of Frames from centre to centre		<i>23</i>		<i>23</i>		
REVERSED FRAME, Angles	<i>5 1/2</i>	<i>3</i>	<i>4</i>	<i>5 1/2</i>	<i>3</i>	<i>4</i>
DEEP FRAMING, depth of girder		<i>4</i>		<i>4</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships			<i>4 1/8</i>		<i>4 1/8</i>	
Thickness at the ends of vessel			<i>6</i>		<i>6</i>	
Depth at $\frac{1}{2}$ the half breadth, as per Rule		<i>52 1/2</i>		<i>52 1/2</i>		
Height extended at the Bilges		<i>35 8</i>		<i>35 8</i>		
FLOORS & BRACKETS, in Cell Dble Bottoms		<i>Flanged top</i>		<i>Flanged top</i>		
Spacing		<i>23</i>		<i>23</i>		
CENTRE GIRDER, in Double Bottom, depth and thickness		<i>35</i>	<i>9</i>		<i>35</i>	<i>9</i>
Angles, Top	<i>4</i>	<i>4</i>	<i>8</i>	<i>4</i>	<i>4</i>	<i>8</i>
Bottom	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>	<i>9</i>
SIDE GIRDERS, number on each side & thickness	<i>one</i>	<i>4</i>	<i>one</i>	<i>4</i>	<i>4</i>	<i>4</i>
state if flanged (top & bottom)		<i>not flanged</i>		<i>not flanged</i>		
Angles	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>4</i>
MARGIN PLATE, depth (exclusive of flange) and thickness		<i>24</i>	<i>4</i>		<i>24</i>	<i>4</i>
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
Floors	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>3</i>	<i>4</i>
Height of Floors at the Bilges		<i>52 1/2</i>		<i>52 1/2</i>		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		<i>42</i>	<i>8</i>		<i>42</i>	<i>8</i>
Thickness in Engine and Boiler space		<i>8 1/2</i>		<i>8 1/2</i>		
Remainder in Holds		<i>4</i>		<i>4</i>		
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
Angles on Upper Edge		<i>23</i>		<i>23</i>		
Spacing		<i>23</i>		<i>23</i>		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Angles on Upper Edge						
Spacing						
BEAMS, Hold, Plate or Tee Bulb						
Angles on Upper Edge						
Spacing						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						
Angles on Upper Edge						
Spacing						
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>4</i>	<i>5 1/2</i>	<i>3</i>	<i>4</i>
Angles on Upper Edge		<i>23</i>		<i>23</i>		
Spacing		<i>23</i>		<i>23</i>		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>4</i>	<i>5 1/2</i>	<i>3</i>	<i>4</i>
Angles on Upper Edge		<i>23</i>		<i>23</i>		
Spacing		<i>23</i>		<i>23</i>		
PILLARS, In 'tween Decks, Size and Spacing	<i>3 1/2</i>	<i>3</i>	<i>10</i>	<i>3 1/2</i>	<i>3</i>	<i>10</i>
Hold SPACED 2 FRAMES APART	<i>4 3/4</i>	<i>4 3/4</i>	<i>10</i>	<i>4 3/4</i>	<i>4 3/4</i>	<i>10</i>
Quarter, 'tween Dks.,						
in Hold						
WEB FRAMES, In Fore Body, No. and Spacing						
No. of Side Stringers						
WEB FRAMES, In E. & B. Space, No. & Spacing						
Brdth. & Thickness	<i>one</i>	<i>20</i>	<i>8</i>	<i>one</i>	<i>20</i>	<i>8</i>
WEB FRAMES, In After Body, No. and Spacing						
Brdth. & Thickness						
No. of Side Stringers						
Size of Angles of Tee to Web Frames	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>3</i>	<i>4</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.	Inches in Ship.		20ths in Ship.		Inches per Rule Or as Approved.	
	Inches in Ship.	20ths in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.
KEEL, Bar or Side Plates depth and thickness	<i>4 1/2 x 2 3/8</i>		<i>4 1/2 x 2 3/8</i>			
STEM, moulding and thickness	<i>8 x 4 3/4</i>		<i>8 x 4 3/4</i>			
STERN-POST for Rudder do. do.	<i>8 x 4 3/4</i>		<i>8 x 4 3/4</i>			
for Propeller	<i>5 3/4</i>		<i>5 3/4</i>			
MAIN PIECE of Rudder, diameter at head do. at heel	<i>4 1/4 x 3</i>		<i>4 1/4 x 3</i>			
RUDDER, how constructed <i>Forging plated</i> Can the Rudder be unshipped afloat?						
KEELSONS AND STRINGERS.	Inches in Ship.		20ths in Ship.		Inches per Rule Or as Approved.	
	Inches in Ship.	20ths in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
Angles						
SIDE KEELSON, Angles						
Bulb or Plate above floors for length						
Intercoastal Plate for length						
Attached to outside plating with Angle						
BILGE KEELSON, Angles						
Bulb or Plate above floors for length						
Intercoastal Plate for length						
Attached to outside plating with Angle						
BILGE STRINGER Angles <i>Bulbs</i>	<i>8 1/2</i>	<i>3</i>	<i>13</i>	<i>8 1/2</i>	<i>3</i>	<i>13</i>
Bulb Plate for length						
Intercoastal Plate for whole length						
Attached to outside plating with Angle	<i>5 1/2</i>	<i>3</i>	<i>4</i>	<i>5 1/2</i>	<i>3</i>	<i>4</i>
SIDE STRINGER Angles <i>Bulbs</i>	<i>8 1/2</i>	<i>3</i>	<i>13</i>	<i>8 1/2</i>	<i>3</i>	<i>13</i>
Bulb or Intercoastal Plate for whole length						
Attached to outside plating with Angle	<i>5 1/2</i>	<i>3</i>	<i>4</i>	<i>5 1/2</i>	<i>3</i>	<i>4</i>
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>32 1/2</i>	<i>28</i>	<i>9 1/8</i>	<i>32 1/2</i>	<i>28</i>	<i>9 1/8</i>
Angle on ditto	<i>4 1/2 x 4 1/2</i>	<i>9</i>	<i>4 1/2 x 4 1/2</i>	<i>9</i>		
Tie Plates fore & aft, outside Hatchways						
Diagonal Tie Plates on Bms., No. of Pairs						
Main Dk* Iron Steel for <i>whole</i> length		<i>6</i>		<i>6</i>		
R. Q. Dk* Iron or Steel for " " length		<i>6</i>		<i>6</i>		
Wood Deck, Material & thickness		<i>not sheathed</i>		<i>not sheathed</i>		
Lower Deck Stringer Plate, breadth and thickness						
Angles on ditto, No.						
Tie Plates, outside Hatchways						
Deck* Material and thickness						
Hold Stringer Plate						
Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness						
Angle on ditto						
Tie Plates						
Deck, Material and thickness						
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>63 1/2</i>	<i>8</i>	<i>32</i>	<i>63 1/2</i>	<i>8</i>	<i>32</i>
Angle on ditto	<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>		
Tie Plates						
Deck, Material and thickness	<i>Steel</i>	<i>6</i>		<i>Steel</i>	<i>6</i>	
Forecastle Deck Stringer Plate, brdth & thcknss	<i>28</i>	<i>4</i>	<i>28</i>	<i>4</i>		
Angle on ditto	<i>3 x 3</i>	<i>4</i>	<i>3 x 3</i>	<i>4</i>		
Tie Plates						
Deck, Material and thickness	<i>Steel</i>	<i>6</i>		<i>Steel</i>	<i>6</i>	
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.						
BULKHEADS.	Number.		Thickness.		STIFFENERS.	
	In Vessel.	Per Rule.	Inches.	20ths.	Horizontal.	Vertical.
W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>6</i>	<i>6 1/2 x 3 1/2</i>	<i>4 1/2 x 3 1/2</i>	<i>30</i>
PARTITION						
LONGITUDINAL						
Are the outside Plates doubled two spaces of Frames in length <i>Are the Sluice Valves and Watertight Doors in efficient working order?</i>						

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Joggled?		RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Treble and for what Length.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL	35	14	11	11	35	14	Double	6	1	3 1/2	7/8	1	3 1/2	7/8	3 1/2	10 1/2	whole		
Garboard or A Strake	50	11	11	10	50	11	"	5 1/4	7/8	"	"	7/8	3 1/2	"	9	1 1/2	"		
B "	51	10	10	8	51	10	"	"	"	"	"	Quad	"	"	12	1 1/2	"		
C "	53	9	9	8	53	9	"	"	"	"	"	Quad	"	"	9	1 1/2	"		
D "	60	11	11	8	60	11	"	"	"	"	"	Quad	"	"	12	1 1/2	"		
E "	60	9	8	8	60	9	"	4 1/2	3/4	3 1/4	"	3/4	2 3/8	"	10	"	"		
F "	62 1/2	10	8	8	62 1/2	10	"	"	"	"	"	"	"	"	"	"	"		
G "	56 1/2	9	8	8	56 1/2	9	"	"	"	"	"	"	"	"	"	"	"		
SHEER H	39	12	9	9	38	12	"	5 1/4	7/8	3 1/2	7/8	3 1/2	16 3/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING OF PLATE KEEL																			
Length and thickness of Bilges	for 15 feet at bridge ends																		
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES							single	2 1/2	3/4	3 1/4	Double	3/4	2 3/8			5	whole		
RAISED QUARTER DECK SIDES	9 1/2						double	4 1/2	"	"	"	"	"			5	"		
BRIDGE SIDES							single	2 1/2	"	"	"	"	"			5	"		
FORECASTLE SIDES																			
LENGTHS OF PLATING																			

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. *Open Hearth Process*

Plates, *Rendsburger Walzwerk*

Angles, Channels & H *Deutsche Kaiser*

Bull angles *Deutsche Kaiser*

Has the Steel been tested as required by the Rules

FRAMES extend in one length from *Forecastle to Main Quarter Bridge* state if ordinary or joggled *ordinary*

REVERSED FRAMES on floors and frames extend from *Forecastle to Main Quarter Bridge* state if ordinary or joggled *"*

double reverse angles on Forecastle floors in Engine Room spaces

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.		Number.	Size.	Seams.	Butts.
Fore	Steel	62-0	13 1/4 x 7/16	18 1/2 x 9/16	14 x 1/2	4 x 1/2	7 x 1/2	2						
Main	"	58-0	14 3/4 x 7/16	"	"	"	"	"						
Mizen	"													

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds *Steel 3 Shrouds @ 3 1/2* Stays *3 1/2 & 2 1/2*

Sails, *Best Canvas* Suit of *Stay Sails* Sails and the following spare sails *Stay sail*

EQUIPMENT No. 16544 LETTER N.										ANCHORS.										TONNAGE FOR TRAWLERS										U.Dk.									
Number of Certificate.	Anchors.	WEIGHT, EX STOCK.				TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 22.				Description of Anchor.	Makers.	Where and when tested and Superintendent.																							
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.																						
25489	1st Bower	26	3	0	26	3	0	26	3	0	26	3	0	Brilliant Stock	Sykes	Upton 28 Nov 1903																							
25498	2nd "	26	2	21	26	1	3	14	26	1	0	"	"	"	"	" 30 " "																							
25494	3rd "	22	2	21	22	16	3	14	22	2	0	"	"	"	"	" 30 " "																							
	Collective weight	76	0	14	76	0	14	76	0	14	76	0	14																										
25432	Stream	8	2	0	8	2	0	8	2	0	8	2	0	Ordinary		Upton 18 Nov 1903																							
25446	Kedge	4	0	1	4	0	1	4	0	1	4	0	1	"	"	" 12 " 1903																							

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Table 22.					
				Supplied.	Per Table 22.														
26340	210	1 1/2	40 1/2	45	1 1/2	210	1 1/2	Stadler	Sykes	Upton 30 Nov 1903	TOWLINE	90	3 1/4	22	90 3 1/4				
			58 7/8						C. E. Perrins Sept.		HAWSER	90	6		90 6				
											WARP	90	5		90 5				

Boats *1 life boat 22 feet 1 life boat 20 feet 1 9' x 18 feet*

Pumps, Number *Five* Diameter of Barrel *2 1/2* State whether they are in efficient working order *yes*

Windlass is *Hand & Steam of Clarke Chapman type* Capstan *none*

Engine Room Skylights.—How constructed? *Steel with deadlights 8 feet above bridge deck*

What arrangements for deadlights in bad weather? *Covers*

Coal Bunker Openings.—How constructed? *Steel* How are lids secured? *Solid 2 1/2 battened* Height above deck? *18 above bridge*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Freeing ports on each side 30 x 20 & 6 Scuppers on each side*

Ceiling in Holds, thickness and material *pine 2 1/2* Ceiling 'tween Decks, thickness and material *Steel 3/4 x 2 1/4 x 9/8*

Cargo Hatchways.—How formed? *Steel round corners 28" above deck* Hatches *2 1/2* Hatches.—If strong and efficient? *yes*

State size No. 1 Hatch (Forward) *15 1/4 x 12 1/4* No. 2 Hatch *23 1/2 x 12 1/4* No. 3 Hatch *19 1/2 x 12 1/4* No. 4 Hatch *23 1/4 x 12 1/4*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *211 one shifting beam & 2 web plates to each hatch & 2 web plates, and 3 fore and afters to each hatchway*

No. of Breasthooks *Steel* No. of Crutches *Steel decked*

Bulwarks, height above deck and description *45" x 5/8"* Main Rail and Stays, material and size *Stays 3/16 5/8 Spans 3/4"*

The above is a correct description. *HOWALTSWERKE*

Builder's Signature (here only) *J. J. J.* Surveyor's Signature *C. E. Perrins*

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.)

11. 23 April 12 May and 28 August 1903.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed and overlapped from keel to strake*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *plating joggled no liners* 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? *yes*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *and 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 *found tight*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *no gutters* State results of tests *found tight*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer has been built in accordance with the approved amended plans. The requirements embodied in the Secretary's letters, and the Rules in all other respects complied with.*

The steel materials used in the construction have been at works approved by the Committee and tested by the Society's Surveyors in accordance with the Rule requirements.

The materials used in the construction, and the Workman-ship throughout is of the best description, all parts conforming well with each other and all carefully executed.

The cellular double bottom and after peak tank have been filled and tested to the load line and after peak to 7 feet above same found tight. The fore peak has been filled and tested to below main deck and all other bulkheads and tunnel tested by a hose and found tight.

Intermediate frames have been fitted forward for ice strengthening.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *ft., R.Q.D. 11' 6"* ft., Bridge Dk. *5' 6"* ft., Forecastle *26' 0"* 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 *not joined*

Bridge and Quarterdeck are not joined.

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) *X*

Official No. *X*; Signal Letters *X*

How are the surfaces preserved from oxidation? Inside *Bottom Cement remainder Oil paints* Outside *Paint & Oil paints*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	64' 1"	113	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	11' 6"	10
Double bottom, if under Engines only,	11' 6"	25	Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	44' 8"	182			

(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. *23 & 31 July 11. 25 & 31 August 4 & 16 September 2. 14 & 19 December 1903*

Date *14, 20 & 28 January. 4. 9. 24 & 29 Feb 1904*

No. *401* in builder's yard. DATES of Surveys held while building

The amount of Entry Fee *£ 4:-* Fees applied for, *13* 1904

Special *£ 52 8.6* Received by me, *43* 1904

Travelling Expenses, if any *£ 5:-*

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

I am of opinion this Vessel should be Classed **100A1 L.A.P.C.P.*

With, or without Freeboard, as condition of Class *without freeboard.*

Committee's Minute *TUES. 15 MAR 1904*

Character assigned *100A1 Steel*

Lord & Co

+ Linc 3, 24

White House

Surveyors are requested not to write on or below the Committee's Minute.

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