

No. 12646

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

78 190.5

Master A. Milne

Year of Appointment { (1) As Master in service of owner of present vessel: 18-1905  
(2) As Master of this vessel: 18-1905

Built at *West Hartlepool*  
When built *1905* Launched *19<sup>th</sup> April*

By whom built *Furness, Withy & Co. Ltd*

Owners *Pearce & S. S. Co. Ltd*

Managers *Beckingham & Co*

(Where necessary to be entered in Reg. Book.

Residence *Newcastle-on-Tyne*

Port belonging to *Newcastle-on-Tyne*

*ef* ~~A float, or in Dry Dock~~

Total under Upper Dk.	3572.06
Do. of Poop ✓	
Do. of Bridge House ✓	
Do. of Forecasts	44.24
Do. of Houses on Deck	76.27
Do. of excess of Hatchways	43.27
Do. above Crown of Engine Room .. }	31.03
<b>Gross Tonnage</b>	3766.87
Less Crew Space	63.50
Do. above Crown of Engine Room .. }	31.03
<b>Net Tonnage</b>	3672.34
For Fees ..	1205.40
Engine Room	42.93
Navigation Spaces	
<b>Net Tonnage</b>	2823.91
on Beam ... }	2455.04

CLASS	100 A	FEET.
Half Breadth (moulded) . . . . .		23.41
Depth from upper part of keel to top of Main Deck Beams . . . . .		23.83
Girth of Half Midship Frame (as per Rule) . . . . .		42.66
1st Number . . . . .		87.90
Length . . . . .		338.16
2nd Number . . . . .		30400
Proportions—Breadths to Length . . . . .		7.22
Depths to Length—Main Deck to top of Keel . . . . .		14.19

On Deck per Rule...	Fect. <b>33</b>	Inches. <b>2</b>	<b>BREADTH</b> Moulded	Fect. <b>46</b>	Inches. <b>10</b>	<b>DEPTH</b> , top of Floors to Spar or <del>Deck</del> Dk. Beams do. Main Deck Beams ....	Fect. <b>27</b>	Inches. <b>4</b>	Power of Engines	Horse.	No. of Decks with flat laid No. of Tiers of Beams
											<b>One</b> <b>Two</b>
Dimensions of Ship per Register, Length <b>340.1</b> breadth <b>47.1</b> depth <b>29.4</b> Spar or <del>Deck</del> Dk. Moulded depth, ft. <b>22</b> ins. <b>10</b> To Main Dk. Round up of Beam, Main Dk. <b>12</b> ins.											
<div style="display: flex; justify-content: space-between;"> <div> <b>FRAMING</b>            Main Deck. " " <b>29</b> <b>10</b> </div> <div>           " " <b>29</b> <b>10</b> </div> </div>											

FRAMING.

	in Ship.	in Ship.	per Rule	per Rule	per Rule	
	Or as	Or as	Approved.	Approved.	Approved.	
ME, Angles, or $\frac{1}{2}$ E or L Bars, for $\frac{1}{2}$ length amidships	7	3½	12	7	3½	12
for $\frac{1}{2}$ at each end	7	3½	11	7	3½	11
in way of Double Bottoms at Solid Floors	Floors flanged top and bottom.					
" of Frames " from moulding edge to	28			28		
olding edge, all fore and aft						
ERSED FRAME, Angles.						
FRAMING, depth of girder						
ORS, depth and thickness of Floor Plate						
at mid-line for $\frac{1}{2}$ length amidships						
in way of Engines and Boilers						
thickness at the ends of vessel						
depth at $\frac{1}{2}$ the half-bdth. as per Rule						
height extended at the Bilges						
ORS & BRACKETS, in Cell Dble Bottoms	41		9	41		9
Distance apart.	28			28		
TRE GIRDER, in Double bottom, depth	41		10	41		10
and thickness						
" " Angles, Top	4	4	9	4	4	9
" " Bottom	4	4	12	4	4	12
E GIRDERS, number and thickness	Interstical One					
Angles	3½	3½	8	3½	3½	8
GIN PLATE, depth (exclusive of flange)	33		9	33		9
and thickness						
Angles	4	4	9	4	4	9
ER BOTTOM PLATING, breadth and	60		10	60		10
thickness of Middle Line Strake						
" thickness in Engine and Boiler space						
Remainder in Holds						
MS, Spar or Lying Deck, Single Angle,	9	3	12	9	3	12
Bulb Angle, Plate or Tee Bulb						
Angles on upper edge						
Average space	28			28		
MS, Main Deck, Single Angle, Bulb	12		12	12		12
Angle, Plate or Tee Bulb						
Angles on upper edge	3½	3½	10	3½	3½	10
Average space	As per profile					
MS, Lower Deck, Single Angle, Bulb						
Angle, Plate or Tee Bulb						
Angles on upper edge						
Average space						
MS, Hold, or Orlop, Plate or Tee Bulb						
Angles on upper edge						
Average space						
MS, Poop Deck, Angle, Bulb Angle, Plate	6	3	9	6	3	9
or Tee Bulb						
Angles on upper edge						
Average space	28			28		
MS, Bridge Deck, Angle, Bulb Angle, Plate	7	3	10	7	3	10
or Tee Bulb						
Angles on upper edge						
Average space	28			28		
MS, Forecastle Deck, Angle, Bulb Angle,	6	3	9	6	3	9
Plate or Tee Bulb						
Angles on upper edge						
Average space	28			28		
MS, In 'tween Deck, size and spacing	24	56		24	56	
" Hold	54	56		54	56	
Quarter, 'tween Decks, In way	of Hatchways					
" in Hold	7 as per profile					
FRAMES, In Fore Body, No. and spacing	84	24	11	84	24	11
" " brdth. & thickness	5	as per profile		5	as per profile	
No. of Side Stringers	18	4	18	18	4	18
FRAMES, In E. & B. Space, No. & spacing	18	4	18	18	4	18
" " brdth. & thickness	7	as per profile		7	as per profile	
FRAMES, In After Body, No. and spacing	18	4	18	18	4	18
" " brdth. & thickness	5	as per profile		5	as per profile	
No. of Side Stringers	18	4	18	18	4	18
Size of Angle or Tee Bars to Web Frames	3	18	24	11	3	18
NET PLATES to Stringers between	6	4	12	6	4	12
Frames, depth and thickness	18		9	18		9

## FORGINGS AND CASTINGS

<b>KEEL, Bar or Side Plates,</b> depth and thickness	Inches in Ship.		Or as Approved.	
<b>STEM,</b> moulding and thickness	<i>Cast &amp; forged</i>	$11 \times 2\frac{3}{4}$	$11 \times 2\frac{3}{4}$	
<b>STERN-POST</b> for Rudder do. do.	<i>Cast</i>	$11 \times 6\frac{1}{2}$	$11 \times 6\frac{1}{2}$	
" " for Propeller.....		$11 \times 6\frac{1}{2}$	$11 \times 6\frac{1}{2}$	
<b>MAIN PIECE</b> of Rudder, diameter at head	<i>Cast &amp; forged</i>	$9\frac{3}{4}$	$9\frac{3}{4}$	
do. at heel		$6\frac{3}{4}$	$6\frac{3}{4}$	
<b>RUDDER,</b> how constructed	<i>single plate as per approved plan</i>			
Can the Rudder be unshipped afloat?	<i>Yes.</i>			
<b>KEELSONS AND STRINGERS.</b>	Inches in Ship.	Inches in Ship.	20ths per Rule Or as Appro	20ths per Rule ved.
<b>CENTRE LINE KEELSON,</b> Vertical Plate above floors, Through Plate, or Intercoastal Plate)				
" Rider Plate .....				
" Bulb Plate to Intercoastal Keelson.....				
" Horizontal Plates on Floors .....				
" Angles .....				
<b>SIDE KEELSON,</b> Angles.....				
" Bulb or Plate above floors, for lng.				
" Intercoastal Plate, for length				
" Attached to outside plating with Angle....				
<b>BILGE KEELSON,</b> Angles:.....				
" Bulb or Plate above floors, for lng.				
" Intercoastal Plate, for length				
" Attached to outside plating with Angle ..				
<b>BILGE STRINGER</b> Angles.....				
" Bulb Plate, for length				
" Intercoastal Plate, for length				
" Attached to outside plating with Angle ..				
<b>SIDE STRINGER</b> Angles .....				
" Bulb or Intercoastal Plate, for lng.				
" Attached to outside plating with Angle				

Spar, or Awning Deck Stringer Plates,		53	11	53	11
"	breadth and thickness				
"	Angle on ditto	4 x 4	9	4 x 4	9
"	Tie Plates, fore and aft, outside Hatchways				
"	Diagonal Tie Plates, No. of prs.				
"	Deck, * Iron or Steel, for whole lng.	3/8	7	3/8	7
"	Wood Deck. Material & thickness				
<b>Main Deck Stringer Plate, breadth &amp; thickness</b>		60	12	60	12
"	Angles on ditto, No.	4 x 4	9	4 x 4	9
"	Tie Plates, outside Hatchways at Centre	3/4	10	3/4	10
"	Diagonal Tie Plates, No. of prs.				
"	Deck, * Iron or Steel, for lng.				
"	Wood Deck. Material & thickness				
<b>Lower Deck Stringer Plates, br'dth &amp; thck'n's</b>					
"	Angles on ditto, No.				
"	Tie Plates, outside Hatchways				
"	Deck, * Material and thickness				
<b>Hold, or Orlop Stringer Plate, br'dth &amp; thck'n's</b>					
"	Angles on ditto, No.				
"	Tie Plates, outside Hatchways				
"	Deck. Material and thickness				
<b>Poop Deck Stringer Plate, breadth &amp; thickness</b>		Iron 5/8	8	5/8	8
"	Angles on ditto	3 1/2 x 3 1/2	9	3 1/2 x 3 1/2	9
"	Tie Plates				
"	Deck. Material and thickness	Iron 5/8	8	5/8	8
<b>Bridge Deck Stringer Plate, br'dth &amp; thickness</b>		50	8	50	8
"	Angle on ditto	3 1/2 x 3 1/2	9	3 1/2 x 3 1/2	9
"	Tie Plates				
"	Deck. Material and thickness	Iron 5/8	8	5/8	8
<b>Forecastle Deck Stringer Plate, b'dth &amp; th'kns</b>		46	8	46	8
"	Angle on ditto	3 1/2 x 3 1/2	9	3 1/2 x 3 1/2	9
"	Tie Plates				
"	Deck. Material and thickness	2 1/2" Pine	25	2 1/2" Pine	25

* 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.	Spacing			
W. T. BULKHEADS	6	6	7.6	1 1/2 x 3 x 1/2	48	7 x 3 x 1/2	48	Iron Deck	
PARTITION				13.0.		13.0.			
LONGITUDINAL "									

Are the outside Plates doubled two spaces of Frames in length? *Diamond Liners*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		Lower 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.	Breadth.	Thickness.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL	48	21	13	13	48	21													
(If Bar Keel, state Riveting)	66	13	12	12	66	13			Double	6	1	4	1/2	1/2	3 1/2			12	whole
GARBOARD OR A STRAKE	66	12	9	9	66	12			"	5 1/2	1/2	3 1/2	"	"	"	"	"	"	"
State actual thickness in way of Double Bottom.	66	12	10	10	66	12			"	"	"	"	"	"	"	"	"	"	"
B	66	13	10	10	66	13			"	"	"	"	"	"	"	"	"	"	"
C	66	13	10	10	66	13			"	"	"	"	"	"	"	"	"	"	"
D	66	13	10	10	66	13			"	"	"	"	"	"	"	"	"	"	"
E	66	13	10	10	66	13			"	"	"	"	"	"	"	"	"	"	"
F	67	13	10	10	67	13			"	"	"	"	"	"	"	"	"	"	"
G	70	12	10	10	70	12			"	"	"	"	"	"	"	"	"	"	"
H	60	12	10	10	60	12			"	"	"	"	"	"	"	"	"	"	"
J	72	12	10	10	72	12			"	"	"	"	"	"	"	"	"	"	"
K	40	13	10	10	40	13			"	6	1	4	"	"	"	"	14	"	"
L																			
M																			
N																			
O																			
P																			
Q																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES				7		7			1/2	3	3/4	3 1/2	Double	3/4	2 1/2			5	whole
BRIDGE SIDES	10					10			"	3	3/4	3 1/2	"	3/4	3 1/2			6	"
FORECASTLE SIDES			7			7			"	3	3/4	3	"	3/4	2 1/2			5	"

Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. South Durham; Palmers; Consett; Halliwell; & Hanwicksire.

Siemens process.

Iron:— South Durham.

Spar or Stringer (Butts, treble riveted for half length amidship.)

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

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

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

Inner Bottom Plating, riveting of Edges Double & 1/2 Butts Double.

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

Frames, riveted through Plates with 1/2 in. Rivets, about 5 1/2 apart.

Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from tank margin plate to deck. (Floors flanged top and bottom)

REVERSED FRAMES on floors and frames extend from Bulb angle frames.

MASTS, SPARS, &c.										
	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.		Number.	Size.	Seams.	Butts.
LOWER MASTS....										
Fore .....	<u>Steel</u>	<u>50-0</u>	<u>19 1/2</u>	<u>18 1/2</u>	<u>15 1/2</u>	<u>2</u>	<u>✓</u>	<u>✓</u>	<u>single</u>	<u>treble</u>
Main .....	<u>"</u>	<u>50-6</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>✓</u>	<u>✓</u>	<u>"</u>	<u>"</u>
Mizen .....	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>✓</u>	<u>✓</u>	<u>"</u>	<u>"</u>
Bowsprit	<u>✓</u>									
Topmasts, Yards and Remainder of Spars	<u>Pine.</u>									
Rigging, Material and Size, Shrouds	<u>wire 4"</u>									
Sails.	<u>One</u>	<u>Suit of</u>							<u>Stays wire 4 1/2"</u>	
									<u>Sails, and the following spare sails</u>	

EQUIPMENT No. <u>37354</u> LETTER <u>w</u> ANCHORS.																
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.	Cwts.	qrs.			
<u>27649</u>	1st Bower	<u>52</u>	<u>2</u>	<u>21</u>	<u>Stockless</u>	<u>44</u>	<u>-</u>	<u>1</u>	<u>7</u>	<u>52</u>	<u>2</u>	<u>-</u>	<u>Britannic</u>	<u>13.3.05.</u>		
<u>27647</u>	2nd "	<u>52</u>	<u>2</u>	<u>-</u>	<u>"</u>	<u>43</u>	<u>18</u>	<u>3</u>	<u>-</u>	<u>52</u>	<u>2</u>	<u>-</u>	<u>"</u>	<u>13.3.05.</u>		
<u>27648</u>	3rd "	<u>44</u>	<u>3</u>	<u>-</u>	<u>"</u>	<u>39</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>44</u>	<u>2</u>	<u>-</u>	<u>"</u>	<u>13.3.05.</u>		
	Collective weight	<u>149</u>	<u>3</u>	<u>21</u>		<u>149</u>	<u>2</u>	<u>-</u>		<u>149</u>	<u>2</u>	<u>-</u>				
<u>27668</u>	Stream	<u>13</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>24</u>	<u>15</u>	<u>8</u>	<u>14</u>	<u>14</u>	<u>-</u>	<u>Ordinary</u>	<u>17.3.05.</u>		
<u>27664</u>	Kedge	<u>6</u>	<u>-</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>8</u>	<u>5</u>	<u>-</u>	<u>6</u>	<u>-</u>	<u>"</u>	<u>17.3.05.</u>		
	2nd Kedge	<u>✓</u>			<u>Approved</u>											

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.														
<u>28535</u>	<u>270</u>	<u>2 1/8</u>	<u>7 1/2</u>	<u>107 1/2</u>	<u>5770-1573-2-14</u>	<u>270</u>	<u>2 1/8</u>	<u>Stud John Brown</u>	<u>17th March 1905.</u>	<u>TOWLINE</u>	<u>120</u>	<u>4 1/2</u>	<u>39</u>	<u>120</u>					
									<u>Septon, L. &amp; Perkins</u>	<u>HAWSER</u>	<u>90</u>	<u>3 1/2</u>	<u>22</u>	<u>90</u>					
										<u>WARP</u>	<u>2 off. 90</u>	<u>7</u>	<u>2 off. 90</u>	<u>7</u>					
	<u>90</u>	<u>4 1/2</u>	<u>39</u>			<u>90</u>	<u>4 1/2</u>												

Boats 2 life and 2 others.

Pumps, Number One fly wheel pump connected to the steam bilge suction pipes in each compartment.

Windlass is Emerson, Walker & Thompson 130

Engine Room Skylights.—How constructed? Steel on trunk bulkheads.

What arrangements for deadlights in bad weather? Bulls eyes in steel shutters.

Coal Bunker Openings.—How constructed? Steel coamings How are lids secured? By hatch bars. Height above deck 30"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side, 9 scuppers and 9 ports 36" x 15"

Ceiling in Holds, thickness and material 2 1/2 lb. pine Ceiling 'tween Decks, thickness and material 6 x 2 lb. pine sparring.

Cargo Hatchways.—How formed? Of plates and angles. Hatches, If strong and efficient? Solid 2 1/2"

State size No. 1 Hatch (Forward) 23-4-16-0 x 48 No. 2 Hatch 25-8-16-0 x 45 No. 3 Hatch 25-8-16-0 x 48 No. 4 Hatch 25-8-16-0 x 33

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 deep web plates and 3 fore & afters.

No. of Breasthooks nine No. of Crutches 28 deep floors.

Bulwarks, height above deck and description 3-6. Steel plating. Main Rail, material and size Bulb angle 6 x 3.

The above is a correct description. For FURNESS, WITHEY & CO., LIMITED. Surveyor's Signature Jo. Thomson Stays, Bulb 6 x 20

Builder's Signature (here only) T. Jackson 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) 11<sup>th</sup> Nov. 8

7<sup>th</sup> Dec. 1904. 24<sup>th</sup> Feb. 1905. M. 12<sup>th</sup> Nov. 1904 E. 9<sup>th</sup> June 1905 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 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 throughout is good.

This vessel is built in accordance with midship section forwarded to London on 9<sup>th</sup> June 1905, the accompanying pumping plan, the approved plans attached to 1<sup>st</sup> Entry Report on S.S. "Haverstoe"; the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

The longitudinal plan approved of on 7<sup>th</sup> Dec. 1904, is cancelled, and is forwarded herewith.

The watertight doors are in efficient working order.

All the upper and weather decks have been tested as required by Rule with satisfactory results.

The bottom is coated with enamel cement (Furness, Withy & Co.) and a letter from the Owners approving of the same is forwarded herewith.

Is a sister vessel to the S.S. "Haverstoe", Npl. Report No. 12591, with the exception that it has pillars instead of a middle line bulkhead.

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. 105 ft., F'castle 31 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) Spar dk. (pl. steel & pl. iron), 2 tiers of Beams & web frames.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside By enamel cement and paint. Outside By paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	112	245	Fore peak tank,	✓	
Double bottom, forward,	130 3/4	314	After peak tank,		31
Double bottom, under Engines and Boilers,	46 3/4	136	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. 1956

Date 16<sup>th</sup> Nov. 1904

Order for Ordinary Survey No.

Date

No. 281 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 } 1905. Jan. 6, 9, 11, 13, 16, 18, 20, 23, 25, 27, 30 Feb. 1, 3, 6, 8, 10, 13, 15, 17, 21, 23
- 2nd. On the plating during the process of riveting } 27 March 1, 3, 6, 8, 10, 13, 15, 20, 22, 24, 28, 29, 31 April 3, 5
- 3rd. When the beams were in and fastened, and before the decks were laid ..... } 7, 10, 12, 13, 14, 15, 17, 18, 20, 26 May 1, 10, 17, 23, 31 June 2, 5, 6, 7, 9, 13
- 4th. When the ship was complete, and before the plating was finally coated or cemented ... }
- 5th. After the ship was launched and equipped

Total No. of Visits 58

The amount of Entry Fee, £ 11 1/2

Special Survey Fee, £ 11 1/2

Travelling Expenses, if any £

Fees applied for,

Received by me,

Certificate to be sent to West. Hartlepool.

I am of opinion this Vessel should be Classed

With, ~~without~~ Freeboard, as condition of Class

100 A 1, Spar Deck

J. Thomson

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

Committee's Minute

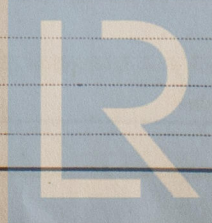
Character assigned

TUES. 20 JUN 1905

100 A 1

(steel) Spar dk with fld s. 6.0 k

Lloyd's at 6.0 + LMB. 6.03



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Lloyd's Register Foundation

Certificates issued 20/6/05