

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

IRON OR STEEL STEAMER.

No. 7361

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *18th May 1908*
Date, First Survey *9th Sept 1907*

Received at London *19 MAY 1908*

Port of *Dundee*
Last Survey *13th May 1908*
Rig *Schooner*

Survey held at
On the *Steel Sloop Steamer "TROPEIRO"*
TONNAGE under
Tonnage Deck... *979.10*
Do. of Poop *94.84*
Do. of Raised Qr. *114.28*
Do. of Bridge House *40.67*
Do. of Forecastle *68.55*
Do. of House on Deck *9.54*
Do. of excess of Hatchways *60.16*
Do. above Crown of Engine Room *1367.14*
Gross Tonnage *80.42*
Less Crew Space *60.16*
Less above Crown of Engine Room *1226.56*
TONNAGE FOR FEES... *377.72*
Less Engine Room *60.71*
Less Navigation Spaces
Register Tonnage *788.53*
as cut on Beam...

ONE OR TWO DECKED VESSEL.
CLASS **100 A.1.*

Master *Mareo Nicolich*
Year of appointment *05*
Built at *Dundee*
When built *1908* Launched *18th Mar 08*
By whom built *Dundee Shipbuilding Co. Ltd*
Owners *The Empresa de Navegacao Sul Rio Grandense*
Managers *Rio Grande do Sul*
Residence *Rio Grande do Sul*
Port belonging to *Rio Grande do Sul*

LENGTH on Deck as per Rule... *233* Feet. *8 1/2* Inches.
BREADTH—Moulded... *37* Feet. *0* Inches.
DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *14* Feet. *7 1/4* Inches.
No. of Decks with Flat laid... *one*
No. of Tiers of Beams... *one*
Dimensions of Ship per Register, Length, *233.3* breadth, *37.15* depth, *14.4* Moulded Depth, *15* ft. *6* ins. Round of Beam, Actual *9 1/4* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	10ths or 20ths per Rule	Inches per Rule	10ths or 20ths per Rule		Inches in Ship.	Inches in Ship.	10ths or 20ths per Rule	Inches per Rule	10ths or 20ths per Rule
FRAME, Angles, <i>7</i> Bars, for $\frac{1}{2}$ length amidships	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2</i>	<i>23/8</i>	<i>7 1/2</i>	<i>23/8</i>	
Do. for $\frac{1}{2}$ at each end	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>	STEM, moulding and thickness	<i>8</i>	<i>4 3/4</i>	<i>8</i>	<i>4 3/4</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3</i>	<i>7 1/2</i>	<i>3 1/2</i>	<i>7 1/2</i>	STERN-POST for Rudder do. do.	<i>8</i>	<i>4 3/4</i>	<i>8</i>	<i>4 3/4</i>	
" " at intermdt. Bkts.	<i>2 1/2</i>	<i>3</i>	<i>7 1/2</i>	<i>2 1/2</i>	<i>7 1/2</i>	" for Propeller	<i>6</i>	<i>4 3/4</i>	<i>6</i>	<i>4 3/4</i>	
Spacing of Frames from centre to centre	<i>23</i>	<i>3</i>	<i>7 1/2</i>	<i>23</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head	<i>3</i>	<i>1</i>	<i>3</i>	<i>1</i>	
REVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	do. at heel	<i>3</i>	<i>1</i>	<i>3</i>	<i>1</i>	
DEEP FRAMING, depth of girder	<i>4</i>	<i>3</i>	<i>6</i>	<i>4</i>	<i>3</i>	RUDDER, how constructed <i>Built 1820 single plate.</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>20</i>	<i>8</i>	<i>7 1/2</i>	<i>20</i>	<i>8</i>	Can the Rudder be unshipped afloat? <i>Yes</i>					
" in way of Engines and Boilers	<i>3 1/2</i>	<i>3</i>	<i>7 1/2</i>	<i>3 1/2</i>	<i>7 1/2</i>	KEELSONS AND STRINGERS.					
" thickness at the ends of vessel	<i>40</i>	<i>7</i>	<i>7 1/2</i>	<i>40</i>	<i>7</i>	CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	
" depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>40</i>	<i>7</i>	<i>7 1/2</i>	<i>40</i>	<i>7</i>	" Rider Plate	<i>10 1/2</i>	<i>12 1/2</i>	<i>10 1/2</i>	<i>12 1/2</i>	
" height extended at the Bilges	<i>40</i>	<i>7</i>	<i>7 1/2</i>	<i>40</i>	<i>7</i>	" Bulb Plate to Intercoastal Keelson	<i>12 1/2</i>	<i>10</i>	<i>12 1/2</i>	<i>10</i>	
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>30</i>	<i>7</i>	<i>7 1/2</i>	<i>30</i>	<i>7</i>	" Horizontal Plates on Floors	<i>12 1/2</i>	<i>10</i>	<i>12 1/2</i>	<i>10</i>	
" state if flanged (top & bottom)	<i>23</i>	<i>3</i>	<i>7 1/2</i>	<i>23</i>	<i>3</i>	" Angles	<i>5</i>	<i>3 1/2</i>	<i>5</i>	<i>3 1/2</i>	
" Spacing	<i>35 1/2</i>	<i>9</i>	<i>8 1/2</i>	<i>35 1/2</i>	<i>9</i>	" <i>4. OFF ANGLES SINGLE</i>	<i>5</i>	<i>3 1/2</i>	<i>5</i>	<i>3 1/2</i>	
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>5</i>	<i>5</i>	<i>11</i>	<i>5</i>	<i>5</i>	SIDE KEELSON, Angles	<i>5</i>	<i>3 1/2</i>	<i>5</i>	<i>3 1/2</i>	
" Angles, Top	<i>5</i>	<i>5</i>	<i>14</i>	<i>5</i>	<i>5</i>	" Bulb or Plate above floors for lng.	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" Bottom	<i>10 1/4</i>	<i>6</i>	<i>10 1/4</i>	<i>6</i>	<i>6</i>	" Intercoastal Plate for full length	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	" Attached to outside plating with Angle	<i>5</i>	<i>3 1/2</i>	<i>5</i>	<i>3 1/2</i>	
" Angles	<i>27</i>	<i>7</i>	<i>27</i>	<i>7</i>	<i>7</i>	BILGE KEELSON, Angles	<i>5</i>	<i>3 1/2</i>	<i>5</i>	<i>3 1/2</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Bulb or Plate above floors for 3/5ths lng.	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" Angles to Outside Plating	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	" Intercoastal Plate for length	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	
" Floors	<i>50</i>	<i>7</i>	<i>50</i>	<i>7</i>	<i>7</i>	" Attached to outside plating with Angle	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>40</i>	<i>8 1/2</i>	<i>35</i>	<i>8</i>	<i>8</i>	BILGE STRINGER Angles	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	
" thickness in Engine and Boiler space	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	" Bulb Plate for length	<i>10</i>	<i>7</i>	<i>10</i>	<i>7</i>	
" Remainder in Hold	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	" Intercoastal Plate for full length	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</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>6</i>	<i>3</i>	" Attached to outside plating with Angle	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	
" Angles on Upper Edge	<i>23</i>	<i>3</i>	<i>23</i>	<i>3</i>	<i>3</i>	SIDE STRINGER Angles	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3</i>	
" Spacing	<i>19 1/2</i>	<i>3</i>	<i>19 1/2</i>	<i>3</i>	<i>3</i>	" Bulb or Intercoastal Plate for lng.	<i>10</i>	<i>7</i>	<i>10</i>	<i>7</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>17 1/2</i>	<i>3</i>	<i>17 1/2</i>	<i>3</i>	<i>3</i>	" Attached to outside plating with Angle	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	
" Angles on Upper Edge	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>33 1/2</i>	<i>28</i>	<i>33 1/2</i>	<i>28</i>	
" Spacing	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	" Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
BEAMS, Hold, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	" Tie Plates, outside Hatchways	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" Angles on Upper Edge	<i>17 1/2</i>	<i>3</i>	<i>17 1/2</i>	<i>3</i>	<i>3</i>	" Diagonal Tie Plates on Bms., No. of Pairs	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	
" Spacing	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	" Main Dk* Iron or Steel for full length	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	" R. Q. Dk* Iron or Steel for full length	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	
" Angles on Upper Edge	<i>17 1/2</i>	<i>3</i>	<i>17 1/2</i>	<i>3</i>	<i>3</i>	" Wood Deck, Material & thickness	<i>FOR 10 3"</i>	<i>3"</i>	<i>FOR 10 3"</i>	<i>3"</i>	
" Spacing	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	Lower Deck Stringer Plate, breadth and thickness	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>	
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	" Angles on ditto, No.	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
" Angles on Upper Edge	<i>17 1/2</i>	<i>3</i>	<i>17 1/2</i>	<i>3</i>	<i>3</i>	" Tie Plates, outside Hatchways	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" Spacing	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	" Deck* Material and thickness	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	<i>6</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	Hold Stringer Plate	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>	
" Angles on Upper Edge	<i>17 1/2</i>	<i>3</i>	<i>17 1/2</i>	<i>3</i>	<i>3</i>	" Angles on ditto, No.	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
" Spacing	<i>46</i>	<i>3</i>	<i>46</i>	<i>3</i>	<i>3</i>	Poop Deck Stringer Plate, breadth & thickness	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>	
MILLARS, In 'tween Decks, Size and Spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
" Hold	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Tie Plates	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" Quarter, 'tween Dks.,	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Deck, Material and thickness	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	<i>6</i>	
" in Hold	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>	
WEB FRAMES, In Fore Body, No. and Spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
" No. of Side Stringers	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Tie Plates	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Deck, Material and thickness	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	<i>6</i>	
" Brdth. & Thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>	
WEB FRAMES, In After Body, No. and Spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	
" Brdth. & Thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Tie Plates	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	
" No. of Side Stringers	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	" Deck, Material and thickness	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	<i>6</i>	
" Size of Angles or Tee Bars to Web Frames	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Brackets fitted</i>					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>					

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		UPPER EDGES.		ORDINARY.		BUTTS.		IF LAPPED.		IF LAPPED.					
STRAKES.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	Thickness.				
FLAT PLATE KEEL (If Bar Keel, state Riveting)	35	14	11	35	14.11	D.R.	5 1/2	7/8	3 3/4	3 R. 2 L.	7/8	3 3/4	9	ful					
GARBOARD OR A STRAKE	54	11	10	54	11.10	"	4 1/2	3/4	3 1/2	4 R. 2 L.	3/4	3	9 1/2						
State actual thickness in way of Double Bottom.	B	50	10	8	50	10.8	"	4 1/2	3/4	4 R. 2 L.	3/4	3	9 1/2						
	C	60	9	8	56 1/2	9.8	"	"	"	"	"	"	"						
	D	57	10	8	50	10.8	"	"	"	"	"	"	"						
	E	57	9	8	56 1/2	9.8	"	"	"	4 R. 1/2 L.	"	"	"						
	F	50	10	8	50	10.8	"	"	"	"	"	"	"						
	G	56 1/2	9	8	56	9.8	"	3 1/4	7/8	3 1/2	4 R. 3/4 L.	7/8	3 1/2	9					
MAIN SHEER	H	40 1/2	11	9	38	11.9	"	"	"	3 R. 1/2 L.	7/8	3 1/2	9						
R.O.D. SHEER	I	83	10	10	83	10.7	"	"	"	4 R. 2 L.	3 1/2	3 1/2	12						
BULWARK	K																		
	L																		
	M																		
	N																		
	O																		
	P																		
DOUBLING OF Flat Plate Keel																			
Length of Bilges																			
Thickness of Sheerstrakes																			
Thickness of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
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. *Plan. Boulais Colville Bros*

Has the Steel been tested as required by the Rules *yes*

FRAMES extend in one length from *Keel* to *Main or Raised Deck*

REVERSED FRAMES on floors and frames extend from *Peak tops and Main deck alternately*

MASTS, SPARS, &c.

Material.	Total length.	At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Number.	Size.	Seams.	Butts.
Fore <i>Steel</i>	59.2	16"	15"	13 1/2"	✓	2	✓	✓	Single	Double
Main <i>Steel</i>		16"	14"	13 1/2"	✓	✓	✓	✓	✓	✓
Mizen <i>Steel</i>					✓	✓	✓	✓	✓	✓

Bowsprit *Wood.*

Topmasts, Yards and Remainder of Spars *Wood.*

Rigging, Material and Size, Shrouds *3/4" wire 3" Back stay 2 1/2"*

Sails. *One* Suit of *Sails*

Equipment No. *17524888* Letter *0*

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 22	Description of Anchor.	Makers.	Where and when tested and Superintendent.
33323	1st Bower	Cwts. qrs. lbs. 31. 0 0	Cwts. qrs. lbs. 31. 0 0	Tons. Cwts. qrs. lbs. 29 7 2 0	Cwts. qrs. lbs. 30 0 0	Saylor's Patent	not stated	Sept 29. 4. 08
32686	2nd "	26 1 11 1/2	✓	25 18 0 14	26 0 0	Saylor's Patent	5. 5. 08	Sept 20. 12. 07
32685	3rd "	24 0 24	✓	24 1 3 14	24 0 0	5. 5. 08	5. 5. 08	5. 5. 08
	Collective weight	81 2 10			80 0 0			
32654	Stream	7 0 0	1 3 0	9 5 0 0	7 0 0	Ordinary	not stated	Sept 16. 12. 07
32653	Kedge	4 0 10	1 0 4	6 10 0 0	4 0 0	5. 5. 08	5. 5. 08	5. 5. 08

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.	Where and when tested and Superintendent.
33389	240 1 1/2	43.9 6.4 298.3 25	298.3 24 40 1 1/2	240 1 1/2	Steel	not stated	Sept 17. 12. 07
	Stream Cable	75 3 1/4 29		75 3 1/4 S.W.	14. Lawrence		

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Length and size supplied.	Test per Certificate.	Length and size supplied.	Test per Certificate.
33389	240 1 1/2	43.9 6.4 298.3 25	298.3 24 40 1 1/2	240 1 1/2	Steel	not stated

Boats *Three - 2 Lifeboats and 1 service boat.*

Pumps, Number *Four*

Windlass is *Emerson Walker & Thompson Patent*

Engine Room Skylights. - How constructed? *Leak*

What arrangements for deadlights in bad weather? *Strong glass bullseyes*

Coal Bunker Openings. - How constructed? *9" Butt angle*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Scuppers. 3 Freeing ports 12 2 1/2 x 1 1/2 - 10 2 1/2 x 1 1/2 - 10 2 1/2 x 1 1/2*

Ceiling in Holds, thickness and material *2 1/2" W. Pine*

Cargo Hatchways. - How formed? *Plates and angles*

State size No. 1 Hatch (Forward) *17' 3" x 14' 0"* No. 2 Hatch *23' 0" x 16' 0"* No. 3 Hatch *24' 11" x 16' 0"* No. 4 Hatch *24' 11" x 16' 0"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 - 2 webs & 3 fore & afters - No. 2 - 2 webs & 3 fore & afters*

Bulwarks, height above deck and description *4 1/2' x 20*

The above is a correct description.

Builder's Signature (here only) *Matthew Blackwood*

Surveyor's Signature *Matthew Blackwood*

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) *M. 7. 8. 07*

E. 18. 12. 07 - 25. 4. 08 - M. 6. 11. 07 - 7. 1. 08 - 16. 13. 08 - 27. 3. 08 - 7. 4. 08 - 27. 4. 08 - Copy of letter to Messrs R.L. & Co. (H. 10. 2. 08, 5. 5. 18. 7. 07)

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 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? *no*

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 under special survey in accordance with the approved plans, forwarded herewith, the Secretary's letters referred to above, and in general conformity with the Rules. The materials and workmanship are sound and good.*

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. or Break *73.5* ft., Bridge Dk. *70.08* ft., F'castle *31.47* 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

Raised Quarter Deck joined to Bridge Deck

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. D. (STL)*

Official No. *✓*; Signal Letters *✓*

State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Portland 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.	49.10	72	Fore peak tank,	✓	105
Double bottom, under Engines and Boilers,			After peak tank,	✓	115
Double bottom, if under Engines only,			Deep tank, aft.		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted,		

Total capacity of double bottom *✓*

* 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. *789*

Date *22. 10. 07*

No. *197* in builder's yard.

DATES OF SURVEYS held while building

Sept. 9. 10. 28 Oct. 15. 18. 24. 30. 31 Nov. 5. 8. 12. 18. 21. 22. 25. 28. Dec. 3. 6. 11. 16. 18. 23. 26. 31

Jan. 8. 14. 17. 22. 24. 28. 30. Feb. 18. 10. 11. 13. 15. 17. 19. 23. 24. 26. 28. Mar. 3. 4. 5. 7. 9. 11. 16. 17. 18. 19

20. 23. 24. 26. 28. 30 Apr. 17. 18. 20. 22. 23. 24. 28. 29. 30 May. 1. 2. 5. 8. 9. 11. 12

Total No. of Visits *75*

The amount of Entry Fee *£ 4 : 0 : 0*

Special *£ 35 : 13 : 6*

Travelling Expenses, if any *£ 1 : 1 : 1*

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

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

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

Committee's Minute *FRI. 22 MAY 1908*

Character assigned *100 A. 1.*

Lloyd's A. 1. + 100 A. 1.

Matthew Blackwood

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

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