

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

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *15th Sept 05*

No. *4253*

Received at London Office *16 SEP 1905*

Survey held at *Stockton*
On the *3/3*

Date, First Survey *10th April 05*
Arvonian (*N 565*)

Port of *Middlesboro*
Last Survey *14th Sept*
Rig *SK*

1905

TONNAGE under
Tonnage Deck *2588.10*

Do. of Poop
Do. of Raised Or.
Dk. or Deck
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 *2794.47*
Less Crew Space *90.04*
Less above Crown of
Engine Room *53.56*
TONNAGE FOR FEES *2650.87*
Less Engine Room *894.23*
Less Navigation Spaces *26.63*

Register Tonnage
as cut on Beam *1783.64*

ONE OR TWO DECKED VESSEL.
CLASS *100A1*

Half Breadth (moulded) *23.65*
Depth from upper part of Keel to top of Main Deck Bms. *23.5*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *43.4*
1st Number *90.55*
Length on deck from after part of stem to fore part of
stern post *328.66*
2nd Number *297.61*
Proportions—Breadths to Length *6.9*
Depths to Length—Main Deck to top of Keel *13.98*

Master *W. Evans*

Year of appointment (1) As master in service of
owner of present vessel: *1898*
(2) As master of this
vessel: *1905*

Built at *Stockton*

When built *1905* Launched *1st Aug.*

By whom built *Richardson Dock & Co*

Owners *Shrimps Goidelian & Coranian Cold*

Managers *Owen & Watkin Williams*
(Where necessary to be entered in Reg. Book).

Residence *Cardiff*

Port belonging to *Cardiff*

Destined Voyage *Alexandria*

If Surveyed while Building *As float, or in Dry Dock* *yes*

LENGTH on Deck as Feet. Inches. BREADTH— Feet. Inches. DEPTH, ACTUAL— Feet. Inches. No. of Decks with Flat laid *one*
per Rule *328* *8* Moulded *47* *3 1/2* Top of Floors to top of Main Deck Beams *20* *1* No. of Tiers of Beams *deep framing*
Dimensions of Ship per Register, Length, *331.5* breadth, *47.6* depth, *20.15* Moulded Depth, *22* ft. *6* ins. Round of Beam, Actual *12* ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
FRAME, Angles, <i>7</i> x <i>4</i> Bars, for $\frac{1}{2}$ length amidships	<i>9</i>	<i>3 1/2</i>	<i>11</i>	<i>9</i>	<i>3 1/2</i>	<i>11</i>
Do. for $\frac{1}{2}$ at each end	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8.7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8.7</i>
" in peaks at intermed. Bts.	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>
Spacing of Frames from centre to centre	<i>24</i>			<i>24</i>		
REVERSED FRAME, Angles <i>in peaks</i>	<i>4</i>	<i>3 1/2</i>	<i>8</i>	<i>4</i>	<i>3 1/2</i>	<i>8</i>
DEEP FRAMING, depth of girder	<i>9</i>			<i>9</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						
" in way of Engines and Boilers <i>8.7 x 8</i>						
" thickness at the ends of vessel						
" depth at $\frac{1}{2}$ the half breadth, as per Rule						
" height extended at the Bilges						
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>41</i>		<i>8</i>	<i>41</i>		<i>8</i>
" state if flanged (top & bottom)						
" Spacing	<i>24</i>			<i>24</i>		
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>41</i>		<i>10</i>	<i>41</i>		<i>10</i>
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
" Bottom	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>	<i>4</i>	<i>12</i>
HIDE GIRDERS, number on each side & thickness	<i>two</i>		<i>8</i>	<i>under engs</i>		
" state if flanged (top & bottom)						
" Angles	<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>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>		<i>9</i>	<i>3 1/2</i>		<i>9</i>
" Angles to Outside Plating	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
" Floors	<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>
" Height of Floors at the Bilges	<i>67 1/2</i>			<i>67 1/2</i>		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>54</i>		<i>10</i>	<i>41</i>		<i>10</i>
" thickness in Engine and Boiler space	<i>Iron</i>	<i>10 x 11</i>		<i>10 x 11</i>		
" Remainder in Holds		<i>7 x 8</i>		<i>7 x 8</i>		
EAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>3 1/2</i>	<i>11</i>	<i>9</i>	<i>3 1/2</i>	<i>11</i>
" Angles on Upper Edge	<i>9</i>	<i>3 1/2</i>	<i>12</i>	<i>9</i>	<i>3 1/2</i>	<i>12</i>
" Spacing	<i>24</i>			<i>24</i>		
EAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Spacing						
EAMS, Hold, Plate or Tee Bulb						
" Angles on Upper Edge						
" Spacing						
EAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>	<i>9</i>
" Angles on Upper Edge						
" Spacing	<i>24</i>			<i>24</i>		
EAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	<i>3</i>	<i>9</i>
" Angles on Upper Edge						
" Spacing	<i>24</i>			<i>24</i>		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2</i>		<i>8</i>	<i>8 1/2</i>		<i>8</i>
" Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" Spacing	<i>48</i>			<i>48</i>		
PILLARS, In 'tween Decks, Size and Spacing						
" Hold						
" Quarter, 'tween Dks., "	<i>4 1/2</i>	<i>48</i>		<i>4 1/2</i>	<i>48</i>	
" in Hold						
WEB FRAMES, In Fore Body, No. and Spacing						
" No. of Side Stringers						
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>one</i>		<i>see Profile</i>			
" Brdth. & Thickness	<i>24</i>		<i>8</i>	<i>24</i>		<i>8</i>
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 in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
KEEL, Bar or Side Plates depth and thickness	<i>Flat Keel plates</i>					
STEM, moulding and thickness	<i>11 x 2 3/4</i>			<i>11 x 2 3/4</i>		
STERN-POST for Rudder do. do.	<i>11 x 6 1/2</i>			<i>11 x 6 1/2</i>		
" for Propeller	<i>20</i>			<i>20</i>		
MAIN PIECE of Rudder, diameter at head	<i>8 1/2</i>			<i>8 1/2</i>		
do. at heel	<i>6 1/2</i>			<i>6 1/2</i>		
RUDDER, how constructed <i>Single plate 2 1/2 x 20 - Circ. Stock</i>						
Can the Rudder be unshipped afloat? <i>yes - vertical coupling</i>						
KEELSONS AND STRINGERS.						
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 lng.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors for lng.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles	<i>single</i>	<i>6</i>	<i>4</i>	<i>12</i>	<i>6</i>	<i>4</i>
" Bulb or Intercoastal Plate for full lng.	<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>3</i>	<i>8</i>
" Attached to outside plating with Angle						
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>4 1/2</i>	<i>10</i>	<i>4 1/2</i>	<i>10</i>		
" Angle on ditto	<i>4 1/2</i>	<i>4</i>	<i>9</i>	<i>4 1/2</i>	<i>4</i>	<i>9</i>
" Plates, outside Hatchways	<i>4 x 4</i>			<i>4 x 4</i>		
" Diagonal Tie Plates on Bms., No. of Pairs						
" Main Dk* Iron Steel for full lng.	<i>4 1/6 x 7</i>			<i>7 1/6 x 7</i>		
" R. Q. Dk* Iron or Steel for lng.	<i>Iron where exposed</i>					
" Wood Deck, Material & thickness						
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	<i>27</i>	<i>7</i>	<i>27</i>	<i>7</i>		
" Angle on ditto	<i>3 x 3</i>		<i>3 x 3</i>			
" Tie Plates						
" Deck, Material and thickness	<i>Iron</i>	<i>5 1/6</i>		<i>5 1/6</i>		
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>42</i>	<i>11</i>	<i>42</i>	<i>11</i>		
" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>10</i>	<i>3 1/2 x 3 1/2</i>	<i>10</i>		
" Tie Plates						
" Deck, Material and thickness	<i>Iron</i>	<i>6 1/6</i>		<i>6 1/6</i>		
Forecastle Deck Stringer Plate, brdth & thickness	<i>27</i>	<i>7</i>	<i>27</i>	<i>7</i>		
" Angle on ditto	<i>3 x 3</i>		<i>3 x 3</i>			
" Tie Plates						
" Deck, Material and thickness	<i>Iron</i>	<i>12</i>	<i>7</i>	<i>12</i>	<i>7</i>	
" Deck, Material and thickness	<i>3 1/2</i>		<i>3 1/2</i>			

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.	Thickness.	BA. STIFFENERS.	Single or Double Frames.	Height up.	
In Vessel.	Per Rule.	Inches.	Horizontal.	Vertical.		
			Size.	Spacing.		
			Inches.	Inches.		
W.T. BULKHEADS	<i>6</i>	<i>5</i>	<i>7-6</i>	<i>Bulb angles 9 x 3 1/2</i>	<i>36</i>	<i>Single to Dk</i>
PARTITION				<i>Semi box beams & webs as rule</i>		
LONGITUDINAL, at ends			<i>7-6</i>	<i>Bulb angles 5 1/2 x 3 1/2</i>	<i>48</i>	<i>- to Dk</i>

Are the outside Plates doubled two spaces of Frames in length? *Brackets Sec 22 p. 6*
Are the Staircase Valves and Watertight Doors in efficient working order? *yes*

PLATING.

RIVETING.

Lower EDGES.
Ordinary or Dogged?

STRAKES.	AS IN SHIP.					PER RULE OR AS APPROVED.					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.	Thickness.	Breadth.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.		
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.		
FLAT PLATE KEEL	36	19	13	13	36	19	Double	6	1	4	2nd	2	1	3 1/2	—	—	14	Full			
(If Bar Keel, state Riveting)	42	14	12	14	36	14	"	"	"	"	TR	all	"	"	—	—	10 1/2	"			
GARBOARD OF A STRAKE ...	66	11	9	14	11	11	"	5 1/4	7/8	3 3/4	2nd	2	7/8	"	"	—	—	12	"		
State actual thickness in way of Double Bottom.	66	11	9	10	11	11	"	"	"	"	"	"	"	"	"	—	—	"	"		
B	66	11	9	10	11	11	"	"	"	"	"	"	"	"	"	—	—	"	"		
C	66	11	9	9	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
D	48	12	10	14	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
E	51	12	9	13	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
F	60	12	9	12	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
G	63	12	9	10	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
H	64	12	9	9	12	12	"	"	"	"	"	"	"	"	"	—	—	"	"		
J	44	12	10	10	44	12	"	"	"	"	TR	all	"	3 1/2	—	—	9	"			
Shear K	44	9	—	—	10	10	"	"	"	"	Double	"	"	"	"	—	—	6	"		
L	52	11	—	—	52	10	"	"	"	"	Treble	"	"	"	"	—	—	9	"		
Bridge M	K Strake for aft of bridge					13/20															
Sheer N																					
O																					
P																					
DOUBLING OF Flat Plate Keel	Keel plates increased for garboard to 20 for 2 L. in lieu of doubling -																				
Length of Bilges	at Bridge ends																				
Length of Sheerstrakes																					
Length of Strake below																					
POOP SIDES						7															
RAISED QUARTER DECK SIDES	See L & M. above																				
BRIDGE SIDES																					
FORECASTLE SIDES						7															
LENGTHS OF PLATING	9 spaces																				

Write Sheer Strake opposite to corresponding letter.

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.?
Cambett, Durham, Lancashire, Palmers, South Durham.
 Iron plates John Hill & Co.
 Has the Steel been tested as required by the Rules *yes*

FRAMES extend in one length from *margin* to *upper P.B. & F. decks* state if ordinary or joggled *yes*
 REVERSED FRAMES on floors and frames extend from *margin to centre each side* state if ordinary or joggled *yes*
 Frames in inner bottom joggled.

MASTS, SPARS, &C.									
LOWER MASTS...	Fore	Main	Mizen	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.
						At Partners.	Heel.	Head.	
				Steel	73-2	20 x 40	18 x 20	14 x 20	2
				So	72-2	20 x 40	18 x 20	14 x 20	2
Downspit									
Topmasts, and Remainder of Spars	to pine					Telescope topmasts			
Rigging, Material and Size, Shrouds	Steel wire 3/2					Stays 4"			
Sails.	None					Sails and the following spare sails			

ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 22	
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.
14461	1st Bower	45	-	45	-	39 5	-	45	-
14462	2nd "	45	-	45	-	39 5	-	45	-
19516	3rd "	38	1 7	38	1 7	34 14 2 21	38	-	-
	Collective weight	128	1 7	128	1 7	128	-	128	-
6644	Stream	12	14 3	13	19 2 21	12	-	12	-
6749	Kedge	5 2 7	1 1 21	7 18 1 21	5 2	5 2	-	5 2	-
Certs of cast steel heads produced (McConnell & Co.) A. Schwabe									

CHAIN CABLES.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.
			Supplied.	Per Table 22.					
2519	135 1/2	67-5	94-5	255-2-21	270 1/2	Stud	Abbott	Sld. 14-6-05	TOWLINE Steel 100 4 33 100 4
2521	135 1/2	67-5	94-5	255-2-21	270 1/2	Stud	So	So 20-6-05	HAWSEWS & WARPS 2-90 2 12 2-90 2 2
	90 4 1/2	35	-	-	90 4 1/2	Steel wire	Wood	W. J. Kelf	2-90 6 - 2-90 6

Boats *2 life & 2 others*
 Pumps, Number *Hydraulic hand pump connected to all bilge suction & a fore peak pump* State whether they are in efficient working order *yes*
 Windlass is *Steam - Emerson Walker* Capstan *6 Steam bitches*
 Engine Room Skylights—How constructed? *Steel*
 What arrangements for deadlights in bad weather? *Balls eyes*
 Coal Bunker Openings—How constructed? *plates & angles* How are lids secured? *Battened* Height above deck? *12"*
 Number of Scuppers, and number and dimensions of *Freeing Ports, &c. Scuppers 7 prs - 7 Ports 6 prs - 30" x 24"*
 Ceiling in Holds, thickness and material *2 1/2 pine* Cargo Battens, thickness and material *2 1/2 pine*
 Cargo Hatchways—How formed? *plates & angles* Coamings *36"* Hatches—If strong and efficient? *3 Solid*
 State size No. 1 Hatch (Forward) *24' x 16'* No. 2 Hatch *24' x 16'* No. 3 Hatch *24' x 16'* No. 4 Hatch *24' x 16'*
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *2 web plates & 3 steel pine & afters*
 No. of Breasthooks *Six* No. of Crutches *2 floor*
 Bulwarks, height above deck and description *4 ft. half plate stays* Main Rail and Stays, material and size *6" half angle*
 The above is a correct description.
 Builder's Signature (here only) *J. Richardson Dock St. T. Middlemore* Surveyor's Signature *W. H. Cooper* 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. 1905. Feb. 13, 21 Aug. 25.

E. 14-1-05 (72562)

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? *a 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 *✓*

General Remarks (State quality of workmanship, &c.)

Good
 This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, & in general conformity to the Rules for the class contemplated. The shaft tunnel has been tested as required and found in order, & the steam & hand steering gears seen working satisfactorily. Deck choppers fitted as per Rule.

2 Tuging reports - 3 plans & plans with report on sister vessels.
 Sister vessel 2/5 "Jevington" (N° 564) Mdb. F.E. Rpt. N° 4194 & "Monsdale" (562) Rpt. N° 4122

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *170* ft., F'castle *29* 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) *1 Dk. (at SK) & (at IM) & deep framing*
 Official No. *119973*; Signal Letters *✓* State if Machinery is fitted aft *No*

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*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	112	288	Fore peak tank,	17	80
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18	112
Double bottom, if under Engines only,	28	95	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, (well)	✓	✓	Deep tank, forward	✓	✓
Double bottom, forward,	146	441	Other tanks, if fitted,	✓	✓

* The wells are not to be included in the lengths of the tanks. *286* State whether the above have been tested as required by the Rules *yes*

Order for Special Survey No. *644* 1905' Apr. 10. 13. 14. 20. May 1. 5. 8. 12. 15. 19. 24. 26. 30. June 2. 6. 8. 9. 15. 16. 19. 21. 23. 23. 28. 28.
 Date *14.2.05* July 6. 11. 12. 14. 18. 21. 24. 25. 26. 28. 31. Aug. 2. 9. 11. 14. 16. 18. 28. 30. 30. 31. Sept. 14.
 No. *565* in builder's yard. DATES of Surveys held while building
 Total No. of Visits *48*

The amount of Entry Fee£ 5 : 0 : 0 Fees applied for, *14.9.1905*
 Special£ 91 : 5 : 6 Received by me, *R.H.D.*
 Travelling Expenses, if any £ : : *14.9.1905*
 State whether the Vessel has been built under Special Survey *yes*
 I am of opinion this Vessel should be Classed *100A1*
 With, or without Freeboard, as condition of Class *without*

Committee's Minute
 Character assigned.

TUES. 19 SEP 1905

100A1

Lloyds a.s.c. & Lmb. 9.05
 W. H. Cooper