

Spar or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 2342

MUN. 31 JAN 1910

State of Report is also sent on the Machinery of the Vessel

Port of Trieste Date of completion of Report 28/1/10 Received at London Office
Survey held at Trieste Date, First Survey 21/5/09 Last Survey 27/1/1910
On the S.S. "GASTEIN" Rig Fore and aft

TONNAGE under Tonnage Deck 3090.09 SPAR, AWNING OR PART AWNING-DECKED VESSEL,
Do. between Tonnage Dk. and 3rd Ath. Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop
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 3827.34
Do. Crew Space 176.65
Do. above Crown of Engine Room
TONNAGE FOR FEES... 3640.69
Do. Engine Room 1221.55
Do. Navigation Spaces 58.39
Register Tonnage 2360.75
Do. cut on Beam...

Master H. Chersich
Year of Appointment (1) As Master in service of owner of present vessel:—19
(2) As Master of this vessel:—1910

Built at Trieste
When built 1910-1 Launched 16/11/09

By whom built Lloyd Austriaco
Owners Lloyd Austriaco

Managers
(Where necessary to be entered in Reg. Book.)
Residence Trieste

Port belonging to Trieste

Destined Voyage Levante If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Rule 333 Ft. 25 Ins. 2 BREADTH Moulded 45 Ft. 4 I. s. 4 DEPTH, ACTUAL—Top of Floors to top of Spar or Awn. Dk. Beams 25.2 Ft. 2 Ins. 2 Power of Horse. 18 No. of Decks with flat laid 2
Do. Main Deck Beams 18 Engines 3 No. of Tiers of Beams 3

Dimensions of Ship per Register, Length 344 breadth 44.3 depth 25.2 Spar or Awn. Dk. Moulded depth, ft. 20 ins. 6 To Main Dk. Round up of Main Dk. Beam, Actual 11 ins.
Full Breadth = 45.54 Main Deck.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
NAME, Angles, or L Bars, for $\frac{1}{2}$ length amidships	6	3 $\frac{1}{2}$	11	6	3 $\frac{1}{2}$	11
Do. for $\frac{1}{4}$ at each end	"	"	10	"	"	10
Do. in way of Double Bottoms at Solid Floors	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7
" " at intermdt. Bkts.	"	"	"	"	"	"
acing of Frames from centre to centre	24	"	"	24	"	"
VERSED FRAME, Angles	"	"	"	"	"	"
EP 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 state if flanged (top & bottom)	39	8	39	8		
" spacing	24	"	"	24		
IRE GIRDER, in Double bottom, depth and thickness	39	10	39	10		
" Angles, Top	3 $\frac{1}{2}$	3 $\frac{1}{2}$	9	3 $\frac{1}{2}$	3 $\frac{1}{2}$	9
" Bottom	4	4	12	4	4	12
" GIRDERS, number and thickness	One	8	One	8		
" state if flanged (top & bottom)	Top & ends	"	Top & ends	"		
" Angles	at foot	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	3 $\frac{1}{2}$	7
GIN PLATE, depth (exclusive of flange) and thickness	36	9	36	9		
" Angles to outside plating	3 $\frac{1}{2}$	3 $\frac{1}{2}$	9	3 $\frac{1}{2}$	3 $\frac{1}{2}$	9
" to floors	5	5	9	5	5	9
Height of floors at the Bilges	50	"	50	"		
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	39	9	39	9		
" thickness in Engine and Boiler space	20/10 x 1/20	"	20/10 x 1/20	"		
" Remainder in Holds	10/4	3/8	7/2	9	3/8	13
S, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	8 1/2	3 1/4	1 1/2	8	3 1/2	11
Angles on upper edge	"	"	"	"	"	"
acing	48	"	"	48	"	"
S, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11 1/2	4 1/8	13 1/2	12	3 1/2	15
Angles on upper edge	9 1/8	3 1/8	11 1/2	"	"	"
acing	48	"	"	48	"	"
, Hold, or Orlop, Plate or Tee Bulb	"	"	"	"	"	"
Angles on upper edge	"	"	"	"	"	"
acing	"	"	"	"	"	"
Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 1/8	3 1/8	10 1/8	8	3 1/2	10
Angles on upper edge	"	"	"	"	"	"
Spacing	48	"	"	48	"	"
Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	"	"	"	"	"	"
Angles on upper edge	"	"	"	"	"	"
Spacing	"	"	"	"	"	"
Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	"	"	"	"	"	"
Angles on upper edge	"	"	"	"	"	"
Spacing	"	"	"	"	"	"
PILLARS, In 'tween Deck, size and spacing	2 1/8 x 3 1/4	2 7/8 x 3 1/4	"	"	"	"
" Hold	4 x 4 1/2	4 x 4 1/2	"	"	"	"
" Quarter, 'tween Dks., "	at 48"	at 48"	"	"	"	"
" in Hold	"	"	"	"	"	"
WEB FRAMES, In Fore Body, No. and spacing	"	"	"	"	"	"
" brdth. & thickness	"	"	"	"	"	"
" No. of Side Stringers	"	"	"	"	"	"
WEB FRAMES, In E. & B. Space, No. & spacing	Size at 4 frame spans	16	8	16	8	
" brdth. & thickness	"	"	"	"	"	"
WEB FRAMES, In After Body, No. and spacing	"	"	"	"	"	"
" brdth. & thickness	"	"	"	"	"	"
" No. of Side Stringers	Two in E. B. space	"	"	"	"	"
" 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 per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	Flat plate	
STEM, moulding and thickness	10 1/2 x 2 3/4	10 1/2 x 2 3/4
STERN-POST for Rudder do. do.	11 x 6	11 x 6
" " for Propeller	"	"
MAIN PIECE of Rudder, diameter at head	9	9
do. at heel	7	7

RUDDER, how constructed Single plate cast steel frame
Can the Rudder be unshipped afloat? Yes

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
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	6	4	11	6	4	11
" Bulb or Intercoastal Plate, for full lng.	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" Attached to outside plating with Angle	"	"	"	"	"	"
Spar or Awning Deck Stringer Plates, breadth and thickness	48	10	48	10		
" Angle on ditto	4 1/2 x 4 1/2	10	4 1/2 x 4 1/2	9		
" Tie Plates, fore and aft, outside Hatchways	"	"	"	"	"	"
" Diagonal Tie Plates, No. of prs.	"	"	"	"	"	"
" Deck, * Iron or Steel, for full lng.	"	"	"	"	"	"
" Wood Deck, Material & thickness	3" Pine	7	3" Pine	7		
Main Deck Stringer Plate, breadth & thickness	48	9	48	9		
" Angles on ditto, No.	3 1/2 x 3 1/2	9	3 1/2 x 3 1/2	9		
" Tie Plates, outside Hatchways	4 x 4	9	4 x 4	9		
" Diagonal Tie Plates, No. of prs.	"	"	"	"	"	"
" Deck, * Iron or Steel, for full lng.	"	"	"	"	"	"
" Wood Deck, Material & thickness	"	"	"	"	"	"
Lower Deck Stringer Plates, br'dth & thckn's	45	9	45	9		
" Angles on ditto, No.	3 1/2 x 3 1/2	9	3 1/2 x 3 1/2	9		
" Tie Plates, outside Hatchways	17	9	17	9		
" Deck, * Material and thickness	"	"	"	"	"	"
Hold, or Orlop Stringer Plate, br'dth & thckn's	"	"	"	"	"	"
" Angles on ditto, No.	"	"	"	"	"	"
" Tie Plates, outside Hatchways	"	"	"	"	"	"
" Deck, Material and thickness	"	"	"	"	"	"
Poop Deck Stringer Plate, breadth & thickness	"	"	"	"	"	"
" Angles on ditto	"	"	"	"	"	"
" Tie Plates	"	"	"	"	"	"
" Deck, Material and thickness	"	"	"	"	"	"
Bridge Deck Stringer Plate, br'dth & thickness	40	9	40	9		
" Angle on ditto	4 1/2 x 4 1/2	9	4 1/2 x 4 1/2	10		
" Tie Plates	"	"	"	"	"	"
" Deck, Material and thickness	Steel 7/8" Wood Sheathing 3"	"	"	"	"	"
Forecastle Deck Stringer Plate, br'dth & thckn's	"	"	"	"	"	"
" Angle on ditto	"	"	"	"	"	"
" Tie Plates	"	"	"	"	"	"
" Deck, Material and thickness	"	"	"	"	"	"

* 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.			
				Size.	Spacing.	Size.	Spacing.		
				Inches.	Inches.	Inches.	Inches.		
W. T. BULKHEADS	6	6	7 1/2	✓	✓	11 x 3	30"	Angle	Main
PARTITION "									Beam
LONGITUDINAL ..						Flanged			Deck

Are the outside Plates doubled two spaces of Frames in length? Equivalent

Are the Sluice Valves and Watertight Doors in efficient working order? Yes

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		Ordinary or jogged?		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL	48	18	12	12	48	18	Double	6"	1"	1/2"	Quad	1"	4"	✓	15 1/2"	for		
GARBOARD OF A Strake	5 1/4	13	11	11		13	"	5 1/4	7/8	4	Treble	7/8	3 1/8	✓	9			
State actual thickness in way of Double Bottom.	B	46	11	9	9	11	"	"	"	"	1"	"	"	✓	9			
C	5 1/4	11	9	9		11	"	"	"	"	1"	"	"	✓	9			
D	5 1/4	11	9	9		11	"	"	"	"	quad	"	"	✓	12	for		
E	5 1/4	12	9	9		12	"	"	"	"	Treble	"	"	✓	9	for		
F	5 1/4	12	9	9		12	"	"	"	"	quad	"	"	✓	12	for		
G	5 1/4	12	9	9		12	"	"	"	"	Treble	"	"	✓	9	for		
H	5 1/4	12	9	9		12	"	"	"	"	quad	"	"	✓	12	for		
J	5 1/4	12	9	9		12	"	"	"	"	Treble	"	"	✓	9	for		
K	5 1/4	12	9	9		12	"	"	"	"	quad	"	"	✓	12	for		
L	5 1/4	12	9	9		12	"	"	"	"	Treble	"	"	✓	9	for		
M	4 1/4	13	10	10		13	"	"	"	"	quad	1 1/2"	"	✓	12	for		
N	5 1/4	11				11	"	"	"	"	Treble	"	"	✓	9	for		
O	4 1/4	11				11	"	"	"	"	quad	"	"	✓	12	for		
P																		
Q																		
R																		
S																		
DOUBLING of Flat Plate Keel																		
Length and thickness of Bilges																		
of Sheerstrakes																		
of Strake below																		
POOP SIDES																		
BRIDGE SIDES																		
FORECASTLE SIDES																		

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, Plating, &c. *Process Siemens Martin open hearth, Alpine Montangesellschaft, Remscheid, Germany, Aachener Maschinenbau Industrie Gesellschaft and Witkowitz*

Has the Steel been tested as required by the Rules? *Yes*

Butts, treble riveted for *full* length amidship.

Stringer Plate *Butts, single, double or overlapped for full length amidship.*

Main Stringer Plate *Butts, treble riveted for full length amidship.*

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted *As per rule*

Inner Bottom Plating, riveting of Edges *Other Sgls Butts Other Sgls*

Centre Girder Butts, *Treble* riveted *Keelson Butts, riveted.*

Frames, riveted through Plates with *7/8"* in. Rivets, about *6 1/8"* apart.

Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from *Tank side* to *Awaying and Bridge etc.* state if ordinary or jogged? *Ordinary*

REVERSED FRAMES on floors and frames extend from *centre line to margin plate in Eng Room* state if ordinary or jogged? *No*

MASTS, SPARS, &c.											
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....											
Fore	<i>Steel</i>	<i>56'-8"</i>	<i>20"</i>	<i>20</i>	<i>16 1/4</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>Single</i>	<i>Treble</i>	
Main	"	"	<i>20</i>	<i>20</i>	<i>16 1/4</i>	<i>2</i>	<i>1</i>	<i>1</i>	"	<i>above deck</i>	
Mizen	"	"									
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.	<i>One</i>	Suit of <i>Lawas</i>							<i>3 1/2" wire</i>		
Stays											

EQUIPMENT No. <i>35167</i> LETTER <i>V</i> ANCHORS.																
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. 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.			
<i>7659</i>	1st Bower	<i>48</i>	<i>2</i>	<i>6</i>	✓	<i>41</i>	<i>10</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>1</i>	<i>10</i>	<i>Halls Stoddles</i>	<i>Brown, Lemons, Cardiff, 13/5/09</i>	<i>Penn</i>	
<i>7658</i>	2nd "	<i>48</i>	<i>0</i>	<i>6</i>	✓	<i>41</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>1</i>	<i>9</i>	<i>"</i>	<i>"</i>	<i>"</i>	
<i>61586</i>	3rd "	<i>46</i>	<i>0</i>	<i>11</i>	✓	<i>39</i>	<i>19</i>	<i>0</i>	<i>7</i>	<i>46</i>	<i>1</i>	<i>9</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Collective weight	<i>142</i>	<i>2</i>	<i>23</i>						<i>139</i>	<i>0</i>	<i>0</i>		<i>Hingley Bros</i>	<i>Wetherston 13/10/08</i>	<i>Brown</i>
	Stream									<i>13</i>	<i>0</i>	<i>0</i>				
	Kedge									<i>5</i>	<i>3</i>	<i>0</i>				

CHAIN CABLES.												HAWERS AND WARPS.							
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Fathoms and Size Per Table 22.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 22.			
	Length.	Diam.		Tons.	qrs.	lbs.	Tons.						qrs.	lbs.		Length.	Diam.	Length.	Cir.
<i>9398</i>	<i>135</i>	<i>2 1/2"</i>	<i>72</i>	<i>100.8</i>	<i>27 1/2</i>	<i>1.44</i>			<i>Steel</i>	<i>S. Taylor & Son</i>	<i>Cardiff 6/11/09 Penn</i>	TOWLINE	<i>170</i>	<i>12"</i>	<i>Stamp</i>	<i>170</i>	<i>12"</i>		
<i>9427</i>	<i>135</i>	<i>2 1/2"</i>	<i>72</i>	<i>100.8</i>	<i>27 1/2</i>	<i>1.44</i>	<i>538.3.0</i>	<i>270</i>	<i>2"</i>	<i>Steel</i>	<i>"</i>	<i>Cardiff 15/11/09 Penn</i>	HAWERS & WARPS	<i>2.120</i>	<i>7 1/8"</i>	<i>"</i>	<i>2.120</i>	<i>7 1/8"</i>	
	<i>25 1/2"</i>	<i>2 1/2"</i>					<i>10.1.21</i>							<i>2.120</i>	<i>6 3/8"</i>	<i>"</i>	<i>2.120</i>	<i>6 3/8"</i>	
	<i>100</i>	<i>4 1/2"</i>	<i>18.6</i>				<i>567.0.14</i>	<i>100</i>	<i>4 1/2"</i>					<i>120</i>	<i>8 1/2"</i>	<i>"</i>	<i>120</i>	<i>8 1/2"</i>	
														<i>2.45</i>	<i>4"</i>	<i>46.3</i>			

Boats *Four Steel and four wood*

Pumps, Number *Eight* Diameter of Barrel *6"* State whether they are in efficient working order *Yes*

Windlass is *Clarke Chapman Steam with Capstan*

Engine Room Skylights.—How constructed? *Steel plates and angles*

What arrangements for deadlights in bad weather? *Steel flaps and fasteners*

Coal Bunker Openings.—How constructed? *Side Ports* How are lids secured? *Bolts* Height above deck? *✓*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *No Freeing Ports, sails fitted, 6 scuppers*

Ceiling in Holds, thickness and material *2 1/2" Pine* Cargo Battens, thickness and material *2" Pine*

Cargo Hatchways.—How formed? *Plates and angles* Hatches, If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *14' x 12'* No. 2 Hatch *18' x 14'* No. 3 Hatch *18' x 14'* No. 4 Hatch *14' x 12'*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One 1/4" plate in each hatch with*

Bulwarks, height above deck and description *Three wood fore & afters* No. of Breasthooks *5* No. of Crutches *2*

The above is a correct description. *Where fitted per 46"* Main Rail and Stays, material and size *6" Butt angle*

Builder's Signature (here only.) *[Signature]* Surveyor's Signature *Bernard Jones*

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)

19/5/08, 7/7/08, 15/8/08, 22/9/08, 29/9/08 and 13/10/08

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

Do the holes for riveting plate to frames, butt straps, or plate

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)?

Yes

State results of tests.

Good

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)?

Yes

State results of tests

Good

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

The quality of workmanship is good. This vessel has been built in accordance with the approved plans and the rules, the midship section is forwarded herewith which please return for the sister vessel.

The stream and Kedge anchors not having arrived, a reserve stream & Kedge anchor have been planed on board but the same have no certificates of test. As soon as the proper anchors arrive they will be put on board and reported upon. The Builders desire however to have certificates of classification however now and that afterwards when the stream & Kedge anchors are in order from certificate of hull might be supplied.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Karlsbad 2299

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop... ft., R.Q.D. or Break... ft., Bridge Dk. 160 ft., F'castle... 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) 1 DK (SA) - Arming etc (SA HS) FK 6 BH CEM

Official No. ; Signal Letters

State if Machinery is fitted aft

no

How are the surfaces preserved from oxidation? Inside

Paint - Cement

Outside

Paint - Composition

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

Cellular

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	98	153	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	144	64
Double bottom, if under Engines only,	36	107	Deep tank aft,		
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	122	216	Other tanks, if fitted,		
Total capacity of double bottom		476	(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.

Date

No. 119 in builder's yard.

DATES OF SURVEYS held while building

21/5/09, 26, 17/6/09, 22, 22, 9/7/09, 13, 14, 31, 9/8/09, 17, 25, 27, 14/9/09, 8, 16, 23, 29, 1/10/09, 11, 15, 14, 23, 29, 30, 11/11/09, 8, 10, 15, 16, 1/12/09, 14, 17, 18, 31/10, 10, 13, 17, 24, 25, 27.

Total No. of Visits 41

The amount of Entry Fee.....£ 120:

Special£ 2784:

Travelling Expenses.....£ 126:

3030

Fees applied for,

28/11/1910

Received by me,

572/10

Certificate to be sent to

Private

State whether the Vessel has been built under Special Survey

Yes

I am of opinion this Vessel should be Classed

* 100A1 ANNING D * Subject to stream Kedge anchors

With, or without Freeboard, as condition of Class

With Freeboard

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

Committee's Minute

TUES. 1 FEB 1910

Character assigned

100A1

and dk with fld. } absent

FRI. 27 MAY 1910

as now with out spl condition

+ LK 6 1.10

7.10.

2 Cert with Lloyd's name 1/10.

Complete cert issued 27/10.

0232 2