





**PLATING.**

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.	
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	36	19	13	13	36	19	Double	6	1	4	3	18	4	16				
GARBOARD OR A STRAKE	50	14	12	12	50	14	5	5	3	3	18	3	16					
B		11	9	9		11	5	5	3	3	18	3	16					
C		11	9	9		11	5	5	3	3	18	3	16					
D		11	9	9		11	5	5	3	3	18	3	16					
E		12	9	9		12	5	5	3	3	18	3	16					
F		12	9	9		12	5	5	3	3	18	3	16					
G		12	9	9		12	5	5	3	3	18	3	16					
H		12	9	9		12	5	5	3	3	18	3	16					
J		14	9	9		14	5	5	3	3	18	3	16					
K	44	15	10	10	44	15	5	5	3	3	18	3	16					
L		10				10	5	5	3	3	18	3	16					
M		11				11	5	5	3	3	18	3	16					
N																		
O																		
P																		
Q																		
R																		

State actual thickness in way of Double Bottom.

DOUBLING OF FLAT PLATE KEEL: Centre girder increased to flat keel plate 3/4" and garboard strakes to 1/2" made 14"

Length of Bilges: 10' of Sheerstrakes. Doubled below stringer at ends of bridge with 3/4" plates.

POOP SIDES: 7' 7" Single 2 3/4" 3 Double 3 1/2" 2 3/4" 5 whole

BRIDGE SIDES: 7' 7" Single 2 3/4" 3 Double 3 1/2" 2 3/4" 5 whole

FORECASTLE SIDES: 7' 7" Single 2 3/4" 3 Double 3 1/2" 2 3/4" 5 whole

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.: *Open hearth process.*

Steel Plate: *Steel Plate Co. Ltd. Birmingham.*

Iron Plate: *Iron Plate Co. Ltd. Birmingham.*

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

FRAMES extend in one length from *middle line* to *side of hull* to *gunwale*.

REVERSED FRAMES on floors and frames extend from *ally* to *upper deck* above *after peak bulkhead*. Alternately to *forecastle* to *upper deck* in *forepeak*.

**MASTS, SPARS, &c.**

LOWER MASTS.	Fore	Main	Mizen	Material	Total Length.	DIAMETER AND THICKNESS.		No. of Plates in Round.	ANGLES.	RIVETING.
						At Partners.	Heel.			
Fore				Steel	69' 6"	20 x 2 1/2"	16 x 3/4"	2	Single	Double
Main				Steel	61' 5"	20 x 2 1/2"	16 x 3/4"	2	Single	Double
Mizen				Steel	61' 5"	20 x 2 1/2"	16 x 3/4"	2	Single	Double

Bowsprit: *Topmast, Yards and Remainder of Spars: Pitchpine.*

Rigging, Material and Size, Shrouds: *3/8" Steel wire, 1/2" Manila.*

Sails: *One complete* Suit of *Sails* and the following spare sails.

EQUIPMENT No. 33374 LETTER *V. - New table* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	Cwts.	qrs.	Tons.	cwts.	Cwts.	qrs.			
1025	1st Bower	49	1	49	1	41	16	41	16	Byrd's Hookless	16	21. 10. 05.
1027	2nd "	49	0	49	0	41	16	41	16	"	16	21. 10. 05.
1028	3rd "	41	3	41	3	37	0	37	0	"	16	21. 10. 05.
	4th "	40	0	40	0	37	0	37	0	"	16	21. 10. 05.
6916	Stream	13	1	13	1	14	19	14	19	Common	16	28. 9. 05.
6953	Kedge	5	3	5	3	8	0	8	0	"	16	28. 9. 05.

**CHAIN CABLES.**

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.									
2623	270	2	100%	549	3	270	2	Taylor Bros	28. 10. 05.	Steel	120	4	33	120. 4

Iron Stream Chain: *3. 30 4 3/4 39*

**HAWSERS 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.									
2623	270	2	100%	549	3	270	2	Taylor Bros	28. 10. 05.	Steel	120	4	33	120. 4

Boats: *Two lifeboats (22ft) and two jolly boats (14ft).*

Pumps: *Two hand pumps connecting to each hold and main pump in forepeak.*

Windlass: *Iron Walker & Thompson's (Steam).* Capstan: *Iron Steam Winder.*

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

What arrangements for deadlights in bad weather? *Steel plates with double glass.*

Coal Bunker Openings: *How constructed? Steel plates, angles.*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.: *See Bars (30" x 15").*

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

Ceiling 'tween Decks, thickness and material: *2" Pine.*

Cargo Hatchways: *How formed? Steel plates, angles.*

State size No. 1 Hatch (Forward): *28' 0" x 16' 0".* No. 2 Hatch: *28' 0" x 16' 0".* No. 3 Hatch: *28' 0" x 16' 0".* No. 4 Hatch: *28' 0" x 16' 0".*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch: *Two web plates, three iron fore afters in each.*

No. of Breasthooks: *None.* No. of Crutches: *Three.*

Bulwarks, height above deck and description: *50 1/2" Iron plates, 11 anchors. Main Rail, material and size: 6 1/2" x 3 1/2" x 1/2" mild angle.*

The above is a correct description: *William Gray & Co. Limited.*

Builder's Signature (here only): *Wm. Gray & Co. Limited.*

Surveyor's Signature: *Octavio Harbeth.*

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 this case).

*11 July (M) 13 July (M) 10 Aug (M) 23 Aug (E) 4 Nov (M) 1905.*

**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 plating? *A few but only.*

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 steel screw steamer has been built in accordance with the approved plans of Midship Section and Profile as amended. The Secretary's letters of the above-mentioned dates bearing upon the case, and in other respects as required by the Rules & Circulars for the class contemplated.*

*The workmanship is good throughout.*

*The vessel placed in dry dock before completion. Bottom examined and re-coated.*

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *26 1/2* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *100* ft., F'castle *36* 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 deck (iron) 1st stl 1st Bms deep framing*

Official No. *120642*; Signal Letters

How are the surfaces preserved from oxidation? Inside: *Forrlandement & 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.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft, <i>and</i>	132	441	Fore peak tank,	20	58
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	20	116
Double bottom, if under Engines only,	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, forward,	142	445	(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. *1987*

Date *14 July 1905*

No. *714* in builder's yard.

DATES OF SURVEYS held while building: *1905 June 22, 23, 24, 29, July 3, 12, 13, 14, 15, 20, 21, 24, 25, 26, 27, 28, 31, Aug 1, 2, 3, 4, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 29, Sept 2, 6, 11, 12, 14, 15, 17, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, Oct 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 30, 31, Nov 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 14, 15, 16, Dec 4, 5, 6, 7, 8, 9, 11, 12, 13, 14.*

Total No. of Visits *99*

The amount of Entry Fee: £ *19. 12. 00*

Special Survey Fee: £ *100. 0. 0*

Travelling Expenses, if any £ *20. 12. 1905*

Fees applied for, *19. 12. 1905*

Received by me, *20. 12. 1905*

State whether the Vessel has been built under Special Survey. *Yes.*

I am of opinion this Vessel should be Classed *100 A 1*

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

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

Committee's Minute *FRI. 22 DEC 1905*

Character assigned *100 A 1*

*Lloyds A & B P. + L.M.B. 12. 03*

*Wm. Gray & Co. Limited*

*Octavio Harbeth*

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