

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

No. 14500

State if Report is also sent on the Machinery of the Vessel *yes Glasgow*
Port of *GREYCOCK* Date of completion of Report *28th November 1905* Received at London Office *JULY 12 DEC 1905*
Survey held at *PORT GLASGOW* Date, First Survey *6th April 1905* Last Survey *21st November 1905*
On the S.S. *"BESSIE DOLLAR"* Rig *SCHOONER 4 masts*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
under Upper Dk. *4078.57*
Poop
Bridge House
Forecasts
Houses on Deck
Access of Hatchways
Crown of
Room...
Tonnage *4329.19*
No Space
Crown of
Room...
FOR FEES... *4143.78*
Fine Room
Vigilation Spaces
REDUCTIONS *1531.68*
Tonnage *2797.57*
on Beam....

SPAR, ~~AWNING~~ OR ~~AWNING~~ DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS *+ 100 A1.*

FEET.
Half Breadth (moulded) *24.89*
Depth from upper part of keel to top of Main Deck Beams *22.29*
Girth of Half Midship Frame (as per Rule) *43.75*
1st Number *9093*
Length *368 1/6*
2nd Number *38477.39*
Proportions—Breadths to Length *7.4*
Depths to Length—Main Deck to top of Keel *12.17*
Spar *16.5*
Destined Voyage *San Francisco*
Tra Antwerp.

Master *A. Gorr.*Year of Appointment *1900*
(1) As Master in service of
owner of present vessel: *1900*
(2) As Master of the
vessel: *1905*Built at *Port Glasgow*When built *1905* Launched *17th OCTR 1905*By whom built *A. ROBERT & CO*Owners *M.S. DOLLAR CO LTD*Managers *R. DOLLAR.*

(Where necessary to be entered in Reg. Book.)

Residence *VICTORIA B.C.*Port belonging to *VICTORIA (British Columbia)*If Surveyed while Building, Afloat, or in Dry Dock *Yes.*

TH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid Two
Rule..... *368 2* Moulded. *49 9 1/2* Do. do. Main Deck Beams *28 8 1/2* Engines - No. of Tiers of Beams *Two*
ons of Ship per Register, Length *369.7* breadth *50.0* depth, *26.7* Spar or Awning Dk. Moulded depth, *29* ins. *3* SPAR Dk. Round up of *1/2* ins.
Main Deck. *21* *3 1/2* MAIN Dk. Beam, Main Dk.)

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
E, Angles, or Bars, for 1/2 length amidships	<i>5 1/2</i>	<i>5 1/2</i>	<i>8/20</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8/20</i>	<i>5 1/2</i>
or 1/2 at each end	<i>5 1/2</i>	<i>3 1/2</i>	<i>7/20</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>7/20</i>	<i>5 1/2</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8/20</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8/20</i>	<i>3 1/2</i>
at intermediate Plats	<i>3 1/2</i>	<i>3 1/2</i>	<i>7/20</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7/20</i>	<i>3 1/2</i>
e of Frames from moulding edge to ling edge, all fore and aft	<i>8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>8</i>
ISED FRAME, Angles	<i>8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>8</i>
FRAMING, depth of girder	<i>10 1/2</i>	<i>5 9/16</i>	<i>10 1/2</i>	<i>5 9/16</i>	<i>10 1/2</i>	<i>5 9/16</i>	<i>10 1/2</i>
IS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>
in way of Engines and Boilers	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>
thickness at the ends of vessel	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>	<i>5 10/20</i>	<i>8/20</i>
depth at 1/2 the half-bdth. as per Rule	<i>as per approved rule</i>	<i>as per approved rule</i>	<i>as per approved rule</i>	<i>as per approved rule</i>	<i>as per approved rule</i>	<i>as per approved rule</i>	<i>as per approved rule</i>
height extended at the Bilges	<i>5 7/16</i>	<i>5 7/16</i>	<i>5 7/16</i>	<i>5 7/16</i>	<i>5 7/16</i>	<i>5 7/16</i>	<i>5 7/16</i>
S & BRACKETS, in Cell Dble Bottoms	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>
Distance apart	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
E GIRDER, in Double bottom, depth and thickness	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>	<i>x</i>	<i>8/20</i>	<i>4 1/2</i>
Angles, Top	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>	<i>6 x 6 x 1/20</i>
Bottom	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>
IRDERS, number and thickness	<i>Two</i>	<i>9/20</i>	<i>Two</i>	<i>9/20</i>	<i>Two</i>	<i>9/20</i>	<i>Two</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8/20</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8/20</i>	<i>3 1/2</i>
N PLATE, depth (exclusive of flange) and thickness	<i>3 3/8</i>	<i>9/20</i>	<i>3 3/8</i>	<i>9/20</i>	<i>3 3/8</i>	<i>9/20</i>	<i>3 3/8</i>
Angles	<i>5 5/8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>5 5/8</i>	<i>3 1/2</i>	<i>8/20</i>	<i>5 5/8</i>
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>4 1/2</i>	<i>10/20</i>	<i>4 1/2</i>	<i>10/20</i>	<i>4 1/2</i>	<i>10/20</i>	<i>4 1/2</i>
thickness in Engine and Boiler space	<i>10/20</i>	<i>5 1/20</i>	<i>10/20</i>	<i>5 1/20</i>	<i>10/20</i>	<i>5 1/20</i>	<i>10/20</i>
Remainder in Holds	<i>8/20</i>	<i>10/20</i>	<i>8/20</i>	<i>10/20</i>	<i>8/20</i>	<i>10/20</i>	<i>8/20</i>
Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>
Bulb Angle, Plate or Tee Bulb	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>
Angles on upper edge	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
average space	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>9 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>9 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>9 x 3 1/2 x 3 1/2</i>
Angles on upper edge	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
average space	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6 x 3 x 3</i>	<i>7/20</i>	<i>6 x 3 x 3</i>	<i>7/20</i>	<i>6 x 3 x 3</i>	<i>7/20</i>	<i>6 x 3 x 3</i>
Angles on upper edge	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
average space	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6 x 3 x 3</i>	<i>9/20</i>	<i>6 x 3 x 3</i>	<i>9/20</i>	<i>6 x 3 x 3</i>	<i>9/20</i>	<i>6 x 3 x 3</i>
Angles on upper edge	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
average space	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>
Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>10 x 3 1/2 x 3 1/2</i>	<i>10/20</i>	<i>10 x 3 1/2 x 3 1/2</i>	<i>10/20</i>	<i>10 x 3 1/2 x 3 1/2</i>	<i>10/20</i>	<i>10 x 3 1/2 x 3 1/2</i>
Angles on upper edge	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>
average space	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>
In tween Deck, size and spacing	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>	<i>dia 3" x 48</i>
Hold	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>
Quarter, tween Dks.,	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>
in Hold	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>9/20</i>	<i>8 x 3 1/2 x 3 1/2</i>
AMES, In Fore Body, No. and spacing	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>
brdth. & thickness	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>
No. of Side Stringers	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>
brdth. & thickness	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>
WEB FRAMES, In After Body, No. and spacing	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>	<i>ONE</i>
brdth. & thickness	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>	<i>2 1/2 x 9/20</i>
No. of Side Stringers	<i>THREE</i>	<i>THREE</i>	<i>THREE</i>	<i>THREE</i>	<i>THREE</i>	<i>THREE</i>	<i>THREE</i>
Size of Angles or Tee Bars to Web Frames	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>

FORGINGS AND CASTINGS.

FORGINGS AND CASTINGS.		Inches in Ship.		Inches per Rule Or as Approved.			
KEEL, Bar or Side Plates, depth and thickness		11 x 2 1/8		11 x 2 1/8			
STEM, moulding and thickness		11 x 6 3/4		11 x 6 3/4			
STERN-POST for Rudder do. do.		11 x 6 3/4		11 x 6 3/4			
" " for Propeller		9 1/2		9 1/2			
MAIN PIECE of Rudder, diameter at head		7 1/4		7 1/4			
do. at heel							
RUDDER, how constructed		Single plate Rudder					
Can the Rudder be unshipped afloat?		Yes					
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.
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 length	"	"	"	"	"	"
"	Intercoastal Plate, for length	"	"	"	"	"	"
"	Attached to outside plating with Angle	"	"	"	"	"	"
BILGE KEELSON, Angles		"	"	"	"	"	"
"	Bulb or Plate above floors, for length	"	"	"	"	"	"
"	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 x 4 x 13/20	6 x 4 x 13/20	6 x 4 x 13/20	6 x 4 x 13/20	6 x 4 x 13/20	6 x 4 x 13/20
"	Bulb or Intercoastal Plate, for whole length	8 1/2 x 7 1/2	8 1/2 x 7 1/2	8 1/2 x 7 1/2	8 1/2 x 7 1/2	8 1/2 x 7 1/2	8 1/2 x 7 1/2
"	Attached to outside plating with Angle	3 1/2 x 3 1/2 x 9/20	3 1/2 x 3 1/2 x 9/20	3 1/2 x 3 1/2 x 9/20	3 1/2 x 3 1/2 x 9/20	3 1/2 x 3 1/2 x 9/20	3 1/2 x 3 1/2 x 9/20
Spar, or Awaiting Deck Stringer Plates, breadth and thickness		57 x 19/20	57 x 19/20	57 x 19/20	57 x 19/20	57 x 19/20	57 x 19/20
"	Angle on ditto	5 x 5 x 1/20	5 x 5 x 1/20	5 x 5 x 1/20	5 x 5 x 1/20	5 x 5 x 1/20	5 x 5 x 1/20
"	Tie Plates, fore and aft, outside Hatchways	"	"	"	"	"	"
"	Diagonal Tie Plates, No. of prs	"	"	"	"	"	"
"	Deck.* Iron or Steel, for whole length	7/20 to 1 1/16	7/20 to 1 1/16	7/20 to 1 1/16	7/20 to 1 1/16	7/20 to 1 1/16	7/20 to 1 1/16
"	Wood Deck. Material & thickness	"	"	"	"	"	"
Main Deck Stringer Plate, breadth & thickness		59 x 19/20	59 x 19/20	59 x 19/20	59 x 19/20	59 x 19/20	59 x 19/20
"	Angles on ditto, No.	4 x 4 x 9/20	4 x 4 x 9/20	4 x 4 x 9/20	4 x 4 x 9/20	4 x 4 x 9/20	4 x 4 x 9/20
"	Tie Plates, outside Hatchways	"	"	"	"	"	"
"	Diagonal Tie Plates, No. of prs.	"	"	"	"	"	"
"	Deck.* Iron or Steel, for whole length	7/20 to 6/20	7/20 to 6/20	7/20 to 6/20	7/20 to 6/20	7/20 to 6/20	7/20 to 6/20
"	Wood Deck. Material & thickness	"	"	"	"	"	"
Lower Deck Stringer Plates, br'dth & thckn's		"	"	"	"	"	"
"	Angles on ditto, No.	"	"	"	"	"	"
"	Tie Plates, outside Hatchways	"	"	"	"	"	"
"	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		32 x 26 x 6/20	32 x 26 x 6/20	32 x 26 x 6/20	32 x 26 x 6/20	32 x 26 x 6/20	32 x 26 x 6/20
"	Angles on ditto	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20
"	Tie Plates	"	"	"	"	"	"
"	Deck. Material and thickness	5/16	5/16	5/16	5/16	5/16	5/16
Bridge Deck Stringer Plate, br'dth & thickness		42 x 9/20	42 x 9/20	42 x 9/20	42 x 9/20	42 x 9/20	42 x 9/20
"	Angle on ditto	3 x 3 1/2 x 9/20	3 x 3 1/2 x 9/20	3 x 3 1/2 x 9/20	3 x 3 1/2 x 9/20	3 x 3 1/2 x 9/20	3 x 3 1/2 x 9/20
"	Tie Plates	"	"	"	"	"	"
"	Deck. Material and thickness	6/16	6/16	6/16	6/16	6/16	6/16
Forecastle Deck Stringer Plate, b'dth & th'kns		30 x 26 x 6/20	30 x 26 x 6/20	30 x 26 x 6/20	30 x 26 x 6/20	30 x 26 x 6/20	30 x 26 x 6/20
"	Angle on ditto	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20	3 x 3 x 6/20
"	Tie Plates	10 x 6/20	10 x 6/20	10 x 6/20	10 x 6/20	10 x 6/20	10 x 6/20
"	Deck. Material and thickness	3"	3"	3"	3"	3"	3"

PLATING.										RIVETING.																																																																																																																																																										
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.																																																																																																																																																										
		AMIDSHIP.		FORWARD.		AFT.				RIVETS.		STRAPS.		IF LAPPED.																																																																																																																																																						
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FLAT PLATE KEEL (If Bar Keel, state Riveting).		36	20	13	13	36	20	Double	6	1	4	Double	1	4	14	14																																																																																																																																																				
GARBOARD OR A STRAKE		60	14	12	14	60	14	"	5 1/4	7/8	4 1/2	"	1	3 1/2	14	14																																																																																																																																																				
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DOUBLING OF Flat Plate Keel		The after lengths of plating connected to the stem post are of the midship keel thickness except the fore plates & plates below, which are 3/40 thicker. The thickness of 1370 strakes maintained to the collision bulkhead & the frames doubled from 3/4 forward to collision bulkhead & intermediate frames increased in view of doubling.																																																																																																																																																																		
Length and thickness of Sheerstrakes		Doubled at end of bridge for a length of 20 feet.																																																																																																																																																																		
POOP SIDES		9/10 T 1/20 7/20																																																																																																																																																																		
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FORECASTLE SIDES		Lengths of Frames Ten frame spaces.																																																																																																																																																																		
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. SIMMONS MARTIN STEEL.																																																																																																																																																																				
Glasgow, Dalzell, Larne, Kilmory, Falkland, Clydebank, Calderbank, Iron, Phoenix, Clifton, & Hawley.																																																																																																																																																																				
FRAMES extend in one length from centre line to margin plate & thence to collision bulkhead. Double forward 1/2 L to collision bulkhead. REVERSED FRAMES on floors and frames extend from centre line to margin thence to spar main in alternately also apply to spar deck in after part, & alternately to spar forecastle in after part. Double in engine space under boiler beams.																																																																																																																																																																				
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Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 17/4/05 4/11/05 30/5/05 1/6/05 12/6/05 23/7/05 17/6/05

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 the holes for riveting plate to frames, butt straps, or plate to plate, &c., are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *No*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.) This steamer has been built in accordance with the Society's Rules and the approved plans. The quality of the material and workmanship are good. The deck, peaks and tunnel, also the various compartments for water ballast, tested with water as required by the Rules and found to be satisfactory. The donkey pumps and hand pump work. The keel tested before launching and found to be without camber being practically straight, and the moulded depth measured and found correct. The joining reports are attached herewith.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37 ft., R.Q.D. or Break — ft., Bridge Dk. 98 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) One Deck Steel Spar Deck Steel 5 Deep Framing

Official No. 121272; Signal Letters

How are the surfaces preserved from oxidation? Inside *cannot frame* Outside *same*

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

Where fitted.	Length.	Water Capacity.		Where fitted.	Length.	Water Capacity.
		Feet.	Tons.			
Double bottom, aft.	120	3 1/2		Fore peak tank,		
Double bottom, forward.	162	5 1/2		After peak tank,		55
Double bottom, under Engines and Boilers.	42	155		Midship deep tank,		90
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. 2322 Date 23/10/05

Order for Ordinary Survey No. 390 Date 30/11/05

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

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 47

The amount of Entry Fee £ 5 : : : 27/11/1905

Special Survey Fee £ 128 : 12

Travelling Expenses, if any £ : : : 30/11/1905

Fees applied for, Received by me, *Shk.*

Certificate to be sent to *Preserve K.*

I am of opinion this Vessel should be Classed *+ 100A1 spar DR for the timber trade 513 Hony.*

Without Freeboard, as condition of Class *Yes*

Committee's Minute *Glasgow 11 DEC 1905*

Character assigned *+ 100A1 (Spar DR.) Steel for the Timber Trade 5 BH. only*

(See letter dated 11/12/05 J.P.)

Special, General Committee, Thursday, 14 December 1905

100A1 (Spar DR.) Steel

"Intermediate bulkhead in after hold dispensed with 5 BH. only"

100A1