

1st Dks., R.O. 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 *19th October 1901*

Date, First Survey *26th January 1901*

Port of *Leith*

Last Survey *October 17th*

Rig *2 masts .. Schooner.*

Master *A. Baker*

Year of appointment *1901*

Survey held at *Leith*

On the *Steel screw steamer "Rajah of Sarawak"*

TONNAGE under Tonnage Deck... *897.19*

Do. of *Deck* *543.77*

Do. of Raised Qr. Dk. or Break... *✓*

Do. of Bridge House... *✓*

Do. of Forecastle... *✓*

Do. of Houses on Deck... *50.87*

Do. of excess of Hatchways... *✓*

Do. above Crown of Engine Room... *✓*

Gross Tonnage *1451.83*

Less Crew Space *77.08*

Less above Crown of Engine Room... *✓*

TONNAGE FOR FEES... *1374.75*

Less Engine Room *464.59*

Less Navigation Spaces *18.13* *482.72*

Register Tonnage *892.03*

as cut on Beam... *892.03*

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS *100 A1*

FEET.

Half Breadth (moulded) *17.00*

Depth from upper part of Keel to top of Main Deck Bms. *16.54*

Girth of Half Midship Frame (as per Rule) *30.07*

1st Number *63.61*

Length on deck from after part of stem to fore part of stern post *228.77*

2nd Number *14552.059*

Proportions—Breadths to Length *6.72*

Depths to Length—Main Deck to top of Keel *13.83*

Destined Voyage *Singapore*

If Surveyed while Building, Afloat, or in Dry Dock Building

LENGTH on Deck as per Rule		Feet.		Inches.		BREADTH—Moulded		Feet.		Inches.		DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams		Feet.		Inches.		No. of Decks with Flat laid		No. of Tiers of Beams	
<i>228</i>		<i>9</i>		<i>9</i>		<i>34</i>		<i>0</i>		<i>0</i>		<i>15</i>		<i>0</i>		<i>0</i>		<i>One</i>		<i>One, Rib frames</i>	
Dimensions of Ship per Register, Length, <i>230</i> breadth, <i>34.16</i> depth, <i>14.83</i> Moulded Depth, <i>16</i> ft. <i>6 1/2</i> ins. Round of Beam, Actual <i>8 1/2</i> ins.																					
FRAMING.												FORGINGS AND CASTINGS.									
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships <i>4</i> <i>3</i> <i>7</i> <i>4</i> <i>3</i> <i>7</i>												KEEL, Bar or Side Plates depth and thickness <i>7 1/2 x 2 3/8</i> <i>7 1/2 x 2 3/8</i>									
Do. for $\frac{1}{2}$ at each end <i>4</i> <i>3</i> <i>6</i> <i>4</i> <i>3</i> <i>6</i>												STEM, moulding and thickness <i>7 1/2 x 2 3/8</i> <i>7 1/2 x 2 3/8</i>									
Do. in way of Double Bottoms at Solid Floors <i>23</i> <i>23</i>												STERN-POST for Rudder do. do. <i>7 1/2 x 5</i> <i>7 1/2 x 5</i>									
Spacing of Frames from centre to centre <i>3</i> <i>3</i> <i>6</i> <i>3</i> <i>3</i> <i>6</i>												" for Propeller <i>5 1/2</i> <i>5 1/2</i>									
REVERSED FRAME, Angles <i>18 1/2</i> <i>8</i> <i>18 1/2</i> <i>8</i>												MAIN PIECE of Rudder, diameter at head <i>4 1/4</i> <i>4 1/4</i>									
DEEP FRAMING, depth of girder <i>9x10</i> <i>9x10</i>												do. at heel <i>1 1/4</i> <i>1 1/4</i>									
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships <i>11</i> <i>9 1/2</i>												RUDDER, how constructed <i>Single plate 18x20</i>									
" in way of Engines and Boilers <i>37</i> <i>37</i>												Can the Rudder be unshipped afloat? <i>yes.</i>									
" thickness at the ends of vessel <i>37</i> <i>37</i>												KEELSONS AND STRINGERS.									
" height extended at the Bilges <i>37</i> <i>37</i>												CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate <i>13</i> <i>9</i> <i>13</i> <i>9</i>									
FLOORS & BRACKETS, in Cdh Dble Bottoms state if flanged (top & bottom) <i>10 1/2</i> <i>9</i> <i>10 1/2</i> <i>9</i>												" Rider Plate <i>7</i> <i>7</i>									
" Spacing <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Bulb Plate to Intercoastal Keelson <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>									
CENTRE GIRDER, in Double Bottom, depth and thickness <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Horizontal Plates on Floors <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Angles, Top <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Attached to outside plating with Angle <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>									
" Bottom <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												SIDE KEELSON, Angles <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>									
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom) <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Bulb or Plate above floors for <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Angles <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Intercoastal Plate for <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
MARGIN PLATE, depth (exclusive of flange) and thickness <i>5</i> <i>3 1/2</i> <i>8</i> <i>5</i> <i>3 1/2</i> <i>8</i>												" Attached to outside plating with Angle <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Angles to Outside Plating <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												BILGE KEELSON, Angles <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Floors <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												" Bulb or Plate above floors for <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Height of Floors at the Bilges <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												" Intercoastal Plate for <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												" Attached to outside plating with Angle <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" thickness in Engine and Boiler space <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												SIDE STRINGER Angles <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Remainder in Holds <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>												" Bulb or Intercoastal Plate for <i>3</i> <i>3</i> <i>7</i> <i>3</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>7</i> <i>5</i> <i>3</i> <i>8</i>												" Attached to outside plating with Angle <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>									
" Angles on Upper Edge <i>23</i> <i>23</i>												Main and Raised Quarter Deck Stringer Plate, breadth and thickness <i>33</i> <i>10</i> <i>33</i> <i>10</i>									
" Spacing <i>23</i> <i>23</i>												" Angle on ditto <i>4x4x</i> <i>8</i> <i>4x4x</i> <i>8</i>									
BEAMS, Lower Deck, Single 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>												" Tie Plates fore & aft, outside Hatchways <i>6</i> <i>6</i>									
" Angles on Upper Edge <i>46</i> <i>46</i>												" Diagonal Tie Plates on Bms., No. of Pairs <i>6</i> <i>6</i>									
" Spacing <i>46</i> <i>46</i>												" Main Dk* Iron or Steel for <i>whole</i> lng. <i>6</i> <i>6</i>									
BEAMS, Hold, Plate or Tee Bulb <i>7</i> <i>3</i> <i>10</i> <i>7</i> <i>3</i> <i>10</i>												" R. Q. Dk* Iron or Steel for <i>lng.</i> <i>6</i> <i>6</i>									
" Angles on Upper Edge <i>46</i> <i>46</i>												" Wood Deck, Material & thickness <i>Pitch Pine 2 1/2</i> <i>2 1/2 P. Pine</i>									
" Spacing <i>46</i> <i>46</i>												Lower Deck Stringer Plate, breadth and thickness <i>25</i> <i>7</i> <i>25</i> <i>7</i>									
BEAMS, Poop 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 ditto, No. <i>3x3x</i> <i>6</i> <i>3x3x</i> <i>6</i>									
" Angles on Upper Edge <i>46</i> <i>46</i>												" Tie Plates <i>9</i> <i>6</i> <i>9</i> <i>6</i>									
" Spacing <i>46</i> <i>46</i>												" Deck, Material and thickness <i>Leak</i> <i>2 1/2</i> <i>2 1/2 Leak</i>									
BEAMS, Forecastle 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>												Bridge or Pt. Awng Deck Stringer Plate, breadth and thickness <i>25</i> <i>7</i> <i>25</i> <i>7</i>									
" Angles on Upper Edge <i>46</i> <i>46</i>												" Angle on ditto <i>3x3x</i> <i>6</i> <i>3x3x</i> <i>6</i>									
" Spacing <i>46</i> <i>46</i>												" Tie Plates <i>9</i> <i>6</i> <i>9</i> <i>6</i>									
PILLARS, In 'tween Decks, Size and Spacing <i>2 3/8</i> <i>46</i> <i>2 3/8</i> <i>46</i>												" Deck, Material and thickness <i>Leak</i> <i>2 1/2</i> <i>2 1/2 Leak</i>									
" " Hold <i>3 1/2</i> <i>46</i> <i>3 1/2</i> <i>46</i>												Forecastle Deck Stringer Plate, brdth & thcknss <i>25</i> <i>7</i> <i>25</i> <i>7</i>									
" " Quarter, 'tween Dks., " " <i>3 1/2</i> <i>46</i> <i>3 1/2</i> <i>46</i>												" Angle on ditto <i>3x3x</i> <i>6</i> <i>3x3x</i> <i>6</i>									
" " in Hold " " <i>3 1/2</i> <i>46</i> <i>3 1/2</i> <i>46</i>												" Tie Plates <i>9</i> <i>6</i> <i>9</i> <i>6</i>									
WEB FRAMES, In Fore Body, No. and Spacing <i>4</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												" Deck, Material and thickness <i>Leak</i> <i>2 1/2</i> <i>2 1/2 Leak</i>									
" " " Brdth. & Thickness <i>1</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.									
" No. of Side Stringers " " <i>1</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												BULKHEADS.									
WEB FRAMES, In E. & B. Space, No. & Spacing <i>2</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												In Vessel. Per Rule. Thickness. Horizontal. Vertical. Single or Double Frames. Height up.									
" " " Brdth. & Thickness <i>15</i> <i>7</i> <i>15</i> <i>7</i>												W.T. BULKHEADS <i>4</i> <i>4</i> <i>6</i> <i>4x3x 7/16</i> <i>48</i> <i>4x3x 7/16</i> <i>30</i> Double upper & lower									
WEB FRAMES, In After Body, No. and Spacing <i>4</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												PARTITION " <i>1</i> <i>Wood</i>									
" " " Brdth. & Thickness <i>15</i> <i>7</i> <i>15</i> <i>7</i>												LONGITUDINAL,,									
" No. of Side Stringers " " <i>1</i> <i>15</i> <i>7</i> <i>15</i> <i>7</i>												Are the outside Plates doubled two spaces of Frames in length? <i>yes.</i>									
" Size of Angles " " <i>5</i> <i>4</i> <i>8</i> <i>5</i> <i>4</i> <i>8</i>												Are the Sluice Valves and Watertight Doors in efficient working order? <i>yes.</i>									
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness <i>36</i> <i>21</i> <i>7</i> <i>36</i> <i>21</i> <i>7</i>																					

PLATING.										RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		UPPER EDGES.		BUTTS.	IF LAPPED.				IF BUTTED.		IF BUTTED.					
	AMIDSHIP.		FORWARD.		Thickness.	Breadth.	Single or Double.	Breadth of Lap.		RIVETS.	Diam.	Spacing or to center.	Double or Treble and for what Length.	RIVETS.	Diam.	Spacing or to center.	STRAPS.	Thick-ness.	Breadth.	For what Length.	
	Inches.	Thickness.	Inches.	Thickness.				Inches.													Thickness.
FLAT PLATE KEEL.....	34	14	10	11	34	14	Double	6	1	3 5/8	1	3 1/2	10 1/2	Whole L	1	3 1/2	9	do	10 1/2	Whole L	
GARBOARD OF A Strake...	34	11	10	10	34	11	do	5 1/2	3/4	3 5/8	do 1/2 L	2 3/8	3 5/8	9	do	7 1/2	do	do	do	do	
State actual thickness in way of Double Bottom.	B	50	9	8	8	9	do	4 1/2	3/4	3 1/2	do	2 3/8	3 5/8	9	do	7 1/2	do	do	do	do	
C	43	9	8	8	9	9	do	do	do	do	do	do	do	9	do	7 1/2	do	do	do	do	
D	50	9	8	8	9	9	do	do	do	do	do	do	do	9	do	7 1/2	do	do	do	do	
E	42	10	9	9	10	10	do	5 1/2	3/4	3 5/8	do	2 3/8	3 5/8	9	do	7 1/2	do	do	do	do	
F	49	10	9	9	10	10	do	4 1/2	3/4	3 1/2	do	2 3/8	3 5/8	9	do	7 1/2	do	do	do	do	
G	42	9	8	8	9	9	do	do	do	do	do	do	do	9	do	7 1/2	do	do	do	do	
H	50	11	10	10	9	9	do	5 1/2	3/4	3 5/8	do	2 3/8	3 5/8	9	do	7 1/2	do	do	do	do	
Sheerstrake J	38	13	9	9	38	11	Single	3	do	do	do	3 5/8	9	do	7 1/2	do	do	do	do	do	
K	36	8	6	6	36	8	do	2 1/2	3/4	3 1/2	do	3/4	2 3/8	14 1/2	8	do	do	do	do	do	
L	52	8	6	6	52	8	do	do	do	do	do	3/4	2 3/8	14 1/2	8	do	do	do	do	do	
M																					
N																					
O																					
P																					
DOUBLING of Flat Plate Keel																					
Length and thickness of Bilge																					
Length and thickness of Sheerstrakes																					
Length and thickness of Strake below																					
POOP SIDES		6				6															
RAISED QUARTER DECK SIDES																					
BRIDGE SIDES		8				8															
FORECASTLE SIDES		6				6															
LENGTHS OF PLATING.....	6 frame spaces.																				

Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.? Simons Martin Process

Lanarkshire, Dalryell, Consett, Fishaw
Glydebridge, Parkhead

Has the Steel been tested as required by the Rules yes

FRAMES extend in one length from Keel to main deck made deck state if ordinary or joggled

REVERSED FRAMES on floors and frames extend from middle line to main deck stringer x top of state if ordinary or joggled

stringer angle below same altitudly Double across floors in E & B. space

MASTS, SPARS, &c.														
DIAMETER AND THICKNESS.										RIVETING.				
	Material.	Total length.					No. of Plates in round.	ANGLES.		Seams.	Butts.			
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.					
LOWER MASTS....	Fore	Steel 66 ft.	17 $\frac{3}{4}$ x $\frac{5}{16}$	13 $\frac{5}{8}$ x $\frac{5}{16}$	14 $\frac{1}{2}$ x $\frac{5}{16}$	12 x $\frac{5}{16}$	2	✓	—	Single	Double			
	Main	do 58 ft.	do	15 x $\frac{5}{16}$	do	do	2	✓	—	do	do			
	Mizen													
Bowsprit														
Topmasts, Yards and Remainder of Spars Wood.														
Rigging, Material and Size, Shrouds 3 $\frac{1}{2}$ Steel wire Stays 3 $\frac{3}{4}$ Steel wire														
Sails	one	Suit of	Sails and the following spars											

EQUIPMENT No. 16371. LETTER n										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.			Makers.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.
22578	1st Bower	26	1	0	26	1	0	26	1	0	26	1	0	26	1	0	John Green	11/9/01	Perrins
22580	2nd "	26	2	14	26	1	14	26	1	14	26	1	14	do.	do.	do.	do.	do.	do.
22579	3rd "	22	3	23	22	3	23	22	3	23	22	3	23	do.	do.	do.	do.	do.	do.
	Collective weight	75	3	9	75	3	9	75	3	9	75	3	9	do.	do.	do.	do.	do.	do.
22510	Stream	7	1	9	7	1	9	7	1	9	7	1	9	Common	do.	do.	do.	do.	do.
22511	Kedge	3	2	0	3	2	0	3	2	0	3	2	0	do.	do.	do.	do.	do.	do.

CHAIN CABLES.											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 Towing.	Fathoms and Size Per Table 22.		
			Supplied.	Per Table 22.	Supplied.	Per Table 22.											
22287	210	1½	40-10-5	245-2-9	242-0-5	210-1½	Stud	John Green	11/9/01.	Lipton Perrins.	TOWLINE Steel	90	3½	22	90-3½		
											HAWSER Manila	90	6	-	90-6		
											WARP. Hemp	90	5	-	90-5		
											" "	90	5	-	-		
Iron Stream Chain	75-4 ft.	1½	15-16-0	33-3-13	32-3-11	75-1½	Stud	John Green	11/9/01.	Lipton Perrins.	" "	90	5	-	-		
													30-15	-	-		

Boats four

Pumps, Number four Diameter of Barrel 2 1/4" State whether they are in efficient working order yes

Windlass is Iron, Emerson Walker & Thomson Bros. Ltd. Capstan Iron, Emerson Walker & Thomson Bros. Ltd.

Engine Room Skylights.—How constructed? Leak framing & glass.

What arrangements for deadlights in bad weather? Brass guards & tarpauling.

Coal Bunker Openings.—How constructed? 2 flush, 4 with covers. How are lids secured? Studs & iron bands Height above deck? 15"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 4 scuppers each side. No freeing ports.

Ceiling in Holds, thickness and material 2 1/2" White pine. Ceiling 'tween Decks, thickness and material 4" Carriage bottom from the close ceiling to the main deck.

Cargo Hatchways.—How formed? Steel casings & wood covers Hatches.—If strong and efficient? yes

State size No. 1 Hatch (Forward) 7'-9" x 8'-0" No. 2 Hatch 14'-6" x 9'-0" No. 3 Hatch 12'-0" x 9'-0" No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 hatch, 1 fore & after. No. 2 hatch, 1 shifting beam and 1 fore & after.

No. 3 hatch, 1 shifting beam & 1 fore & after. No. of Breasthooks 4 No. of Crutches 3

Bulwarks, height above deck and description Main Rail and Stays, material and size

The above is a correct description. Ramage & Ferguson Ltd Surveyor's Signature H. Paulsen & P. D. Aitken

Builder's Signature (here only). Alex J. Ferguson 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.)

1901 :- 24th Jan; 28th Jan; 13th Feb; 13th March; 15th April; 11th Oct.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped.

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 faying 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.) Workmanship & material good

This vessel is built in accordance with the approved plans, and in conformity with the Rules.

Approved plans of Profile, Rudder, Pumping arrangement and 2 forging reports, also strong beams in E & B. space, are hereto attached.

Plan of Midship section forwarded to the Secretary on 9th Oct. 1901.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Not a sister vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.0 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 53.5 ft., F'castle 28.3 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

shade dk. all fore & aft.

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 (Stk. Ws) & web frames & shade dk.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint and Cement. Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors									
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.
Double bottom, aft,			Fore peak tank,						
Double bottom, under Engines and Boilers,			After peak tank,						
Double bottom, if under Engines only,			Midship deep tank,						
Double bottom, if under Boilers only,			Other tanks, if fitted,						
Double bottom, forward,			(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. 774

Date 15th Feb. 1901

No. 178 in builder's yard

Days of Surveys held while building Jan. 26. March 13. 25. April 1. 16. 22. 26. May 3. 13. 16. 28. June 6. 10. 14. 18. 21. 24. 27. July 1. 3. 4. 8. 12. 16. 19. 27. 29. 30. Aug. 5. 6. 15. 21. 27. 31. Sept. 3. 6. 9. 18. Oct. 1. 3. 11. 17.

Total No. of Visits 44

The amount of Entry Fee £ 4 0 0 19th Oct. 1901. Received by me, 22nd 10.01

Special £ 59 7 6

Travelling Expenses, if any £ - - - 24. 10. 01

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed 100 A1 Shade Deck

With, or without Freeboard, as condition of Class

Surveyor to Lloyd's Register of British and Foreign Shipping. H. Paulsen & P. D. Aitken.

Committee's Minute FRI. OCT 25 1901 FRI. 28 OCT 1902

Character assigned 100 A1 Steel

Shade dk.

+ Luce 10, 01

White Lph

TUE. 24 JAN 1903

The Surveyors are requested not to write on or below the Committee's Minute.

Lloyd's Register Foundation