

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

# IRON OR STEEL STEAMER.

No. 15251

TUES. 12 NOV 1907

State if Report is also sent on the Machinery of the Vessel YES.

Received at London Office

Date of completion of Report 5<sup>TH</sup> NOVEMBER 1907

Port of GREENOCK

Date, First Survey 14<sup>th</sup> May

Last Survey 30<sup>TH</sup> OCTOBER

(YARD N-276)

Rig SCHOONER

Master A. M<sup>c</sup> DONALD.

Year of appointment } (1) As master in service of  
owner of present vessel:—1904  
(2) As master of this  
vessel 1907

Built at PORT GLASGOW

When built 1907 Launched 8<sup>TH</sup> OCT<sup>R</sup> 1907.

By whom built THE CLYDE SHIPBLD<sup>G</sup> AND ENG<sup>G</sup> C<sup>O</sup> LTD.

Owners M<sup>c</sup>ILWRAITH, M<sup>c</sup>EACHARN & C<sup>o</sup> PROPRIETARY LIM<sup>TD</sup>

Managers M<sup>c</sup>ILWRAITH, M<sup>c</sup>EACHARN & C<sup>o</sup>  
(Where necessary to be entered in Reg. Book.)

Residence MELBOURNE AND LONDON

Port belonging to MELBOURNE

BUILT UNDER  
SPECIAL SURVEY.

Destined Voyage AUSTRALIA

*If Surveyed while Building, Afloat, or in Dry Dock* SPECIAL SURVEY.

as cut on Deck as per Rule.....

293

Feet.

4

BREADTH—Moulded.....

44

Feet.

0

DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams.....

19

Feet.

10 1/4

No. of Decks with Flat laid

ONE

No. of Tiers of Beams

ONE

Dimensions of Ship per Register, Length, 295' breadth, 44.1' depth, 19.85' Moulded Depth, 22 ft. 3 ins. Round of Beam, Actual 10 3/4 ins.

FRAMING.

Inches in Ship.

Inches in Ship.

20ths or 20ths in Ship.

Inches per Rule Or as Appr.

Inches per Rule ved.

FRAME, Angles, L, E or L Bars, for 1/2 length amidships.....

9

3 1/2

10

9

3 1/2

10

Do. for 1/2 at each end.....

9

3 1/2

9

9

3 1/2

9

Do. in way of Double Bottoms at Solid Floors..

3 1/2

3 1/2

8

3 1/2

3 1/2

8

" " "at intermdt. Bkts.

Spacing of Frames from centre to centre.....

24

24

REVERSED FRAME, Angles IN PEAKS... ..

4

3 1/2

8

4

3 1/2

8

DEEP FRAMING, depth of girder.....

B.A.

9

9

FLOORS, depth and thickness of Floor Plate) at mid-line for 1/2 length amidships.....)

" in way of Engines and Boilers.....

CELLULAR

DOUBLE

" thickness at the ends of vessel.....

" depth at 1/2 the half breadth, as per Rule..

" height extended at the Bilges.....

FLOORS & BRACKETS, in Cell Dble Bottoms

39

7

39

7

" " state if flanged (top & bottom)

No

No

" " Spacing.....

24

24

CENTRE GIRDER, in Double Bottom, depth) and thickness.....)

39

10

39

10

" " Angles, Top.....

4

4

9

4

4

9

" " Bottom.....

4

4

12

4

4

12

SIDE GIRDERS, number on each side & thickness

TWO

7

TWO

7

" " state if flanged (top & bottom)

No

No

" " Angles.....

3 1/2

3 1/2

7

3 1/2

3 1/2

7

MARGIN PLATE, depth (exclusive of flange) ) and thickness.....)

29

8

29

8

" " Angles to Outside Plating.....

3 1/2

3 1/2

9

3 1/2

3 1/2

9

" " Floors.....

3 1/2

3 1/2

7

3 1/2

3 1/2

7

" " Height of Floors at the Bilges.....

62 1/2

62 1/2

INNER BOTTOM PLATING, breadth and ) thickness of Middle Line Strake)

48

9

48

9

" " thickness in Engine and Boiler space

9/16 x 1 1/2

9/16 x 1 1/2

" " Remainder in Holds.....

8 x 7

8 x 7

BEAMS, Main and Raised Quarter Deck, ) Single Angle, Bulb Angle, Plate or Tee Bulb )

8

3

10

8

3

10

" " Angles on Upper Edge IN BRIDGE SPACE B.A.

9

3 1/2

10

9

3 1/2

10

" " Spacing.....

24

24

BEAMS, Lower Deck, Single Angle, Bulb ) Angle, Plate or Tee Bulb )

" " Angles on Upper Edge.....

" " Spacing.....

BEAMS, Hold, Plate or Tee Bulb )

" " Angles on Upper Edge.....

" " Spacing.....

BEAMS, Poop Deck, Angle, Bulb Angle, Plate ) or Tee Bulb )

6

3

8

6

3

8

" " Angles on Upper Edge.....

" " Spacing.....

24

24

BEAMS, Bridge or Pt. Awng. Decks Angle, ) Bulb Angle Plate, or Tee Bulb )

6

3

8

6

3

8

" " Angles on Upper Edge.....

" " Spacing.....

24

24

BEAMS, Forecastle Deck, Angle, Bulb Angle, ) Plate or Tee Bulb )

6

3

8

6

3

8

" " Angles on Upper Edge.....

" " Spacing.....

24

24

PILLARS, In 'tween Decks, Size and Spacing

2 5/8 DIAR

48

2 5/8

48

" " Hold " "

4' DIAR

48

4'

48

" " Quarter, 'tween Dks., " "

" " in Hold " "

LARGE BRACKETS FITTED IN WAY OF HATCHES.

WEB FRAMES, In Fore Body, No. and Spacing

ONE AS PER PROFILE.

" " " " Brdth. & Thickness

" " No. of Side Stringers " "

THREE

THREE

WEB FRAMES, In E. & B. Space, No. & Spacing

ONE AS PER PROFILE

" " " " Brdth. & Thickness

24

8

24

8

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 or 20ths in Ship.

Inches per Rule Or as Approved.

Inches per Rule ved.

KEEL, Bar or Side Plates depth and thickness

FLAT PLATE KEEL

STEM, moulding and thickness.....

10" x 2 1/4

10 x 2 1/4

STERN-POST for Rudder do. do. ....

10 x 6

10 x 6

" for Propeller.....

10 x 6

10 x 6

MAIN PIECE of Rudder, diameter at head....

8

8

do. at heel....

6

6

RUDDER, how constructed BUILT IRON FORGING AND SINGLE PLATE

Can the Rudder be unshipped afloat? YES.

KEELSONS AND STRINGERS.

Inches in Ship.

Inches in Ship.

20ths or 20ths in Ship.

Inches per Rule Or as Appr.

Inches per Rule ved.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate)

" Rider Plate.....

" Bulb Plate to Intercoastal Keelson.....

CELLULAR

DOUBLE

" 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

3 SIDE STRINGERS Angles.....

6

4

12

6

4

12

" Bulb or Intercoastal Plate for FULL lng.

8-7

8-7

" Attached to outside plating with Angle

3 1/2

3 1/2

8

3 1/2

3 1/2

8

Main and Raised Quarter Deck Stringer ) Plate, breadth and thickness.....)

42

10

42

10

" Angles on ditto.....

4 1/2 x 4 1/2

10

4 1/2 x 4 1/2

10

" Tie Plates, outside Hatchways.....

4 x 4

9

4 x 4

9

" Diagonal Tie Plates on Bms., No. of Pairs

" Main Dk\* Iron or Steel for FULL lng.

7

7

" R. Q. Dk\* Iron or Steel for — lng.

" 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

30

7

30

7

" Angle on ditto.....

4

4

8

4

4

8

" Tie Plates BEAMS PLATED OVER.....

6

6

" Deck, Material and thickness

MAIN Bridge or Pt. Awning Deck Stringer Plate, ) breadth and thickness.....)

" Angle on ditto.....

4

4

9

4

4

9

" Tie Plates BEAMS PLATED OVER.....

7

7

" Deck, Material and thickness 2 1/2" PINE SHEATHING IN DECK HOUSES.

30

7

30

7

" Angle on ditto.....

4

4

8

4

4

8

" Tie Plates.....

" Deck, Material and thickness STEEL

6

6

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

BULKHEADS.

Number.

In Vessel.

Per Rule.

Thickness.

Horizontal.

Vertical.

Single or Double Frames.

Height up.

W.T. BULKHEADS

7

7

7-6

-

B.A. 9 x 3 x 1/2

30

SINGLE MAIN FRAMES DECK.

PARTITION "

PEAK BULKHEADS ADDITIONALLY STIFFENED.

LONGITUDINAL..

Are the outside Plates doubled two spaces of Frames in length? (FILLED.

Are the Stucco Valves and Watertight Doors in efficient working order? YES.



PLATING.										RIVETING.																																																																																																																																																																																																																																																											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																																																																																																																																																																										
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FLAT PLATE KEEL	36	19	12	12	36	19	DOUBLE	6	1	4	TREBLE	1	3 1/4	19	12	12																																																																																																																																																																																																																																																					
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DOUBLING OF PLATE KEEL																																																																																																																																																																																																																																																																					
Length and thickness of Bilge	EXTENDS FOR HALF-LENGTH AMIDSHIPS X 1 1/2" THICK.																																																																																																																																																																																																																																																																				
Length and thickness of Sheerstrakes	7/20"																																																																																																																																																																																																																																																																				
POOP SIDES	7/20"																																																																																																																																																																																																																																																																				
RAISED QUARTER DECK SIDES	7/20"																																																																																																																																																																																																																																																																				
BRIDGE SIDES (FOR MAIN)	7/20"																																																																																																																																																																																																																																																																				
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LENGTHS OF PLATING	NINE FRAME SPACES.																																																																																																																																																																																																																																																																				
<p>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, &amp;c. (SIEMENS' PROCESS)</p> <p>PLATES, BOLTS, ANGLES, ETC.: STEEL OF SCOTLAND.</p> <p>Has the Steel been tested as required by the Rules <u>YES</u>.</p> <p>FRAMES extend in one length from <u>CENTRE LINE</u> to <u>MARGIN AND THENCE TO GUNWALE</u> state if ordinary or joggled <u>JOGGLED</u></p> <p>REVERSED FRAMES on floors and frames extend from <u>CENTRE LINE TO MARGIN</u> state if ordinary or joggled <u>D<sup>2</sup></u></p> <p><u>B. A. FRAMING.</u></p> <p>MASTS, SPARS, &amp;c.</p> <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS...</th> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>As Particulars.</th> <th>Heel.</th> <th>Hoards.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td>STEEL</td> <td>86'-0"</td> <td>23" x 7/20</td> <td>18" x 1/20</td> <td>15 1/2" x 1/20</td> <td>-</td> <td>TWO</td> <td>-</td> <td>-</td> <td>SINGLE</td> <td>3R + 2R</td> </tr> <tr> <td>Main</td> <td>D<sup>2</sup></td> <td>78'-5"</td> <td>"</td> <td>"</td> <td>"</td> <td>-</td> <td>D<sup>2</sup></td> <td>-</td> <td>-</td> <td>D<sup>2</sup></td> <td>D<sup>2</sup></td> </tr> <tr> <td>Misc.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Topmasts, Yards and Remainder of Spars OF PINE</p> <p>Rigging, Material and Size, Shrouds S.W. 3/4 Stays S.W. 4 1/2</p> <p>Sails. ONE Suit of SCHOONERS' Sails and the following spare sails</p> <p>Equipment No. 27464 Letter C</p> <p>Tonnage U.D.K. or Plating No. for Trawlers</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX STOCK</th> <th colspan="3">WEIGHT OF STOCK</th> <th colspan="3">TEST, PER CERTIFICATE</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>2698</td> <td>1st Bower</td> <td>42</td> <td>0</td> <td>0</td> <td>-</td> <td>-</td> <td>-</td> <td>37</td> <td>2</td> <td>2</td> <td>0</td> <td>42</td> <td>0</td> <td>0</td> <td>BRITANNIC PAT<sup>2</sup></td> <td>SYKES &amp; SON, CRADH<sup>2</sup> 24-9-07 J.H. DUDLEY</td> </tr> <tr> <td>32178</td> <td>2nd "</td> <td>41</td> <td>3</td> <td>0</td> <td>-</td> <td>-</td> <td>-</td> <td>36</td> <td>19</td> <td>14</td> <td>42</td> <td>0</td> <td>0</td> <td>D<sup>2</sup></td> <td>D<sup>2</sup> TIP<sup>2</sup> 23-8-07 J.M. PORSAL</td> </tr> <tr> <td>2700</td> <td>3rd "</td> <td>36</td> <td>1</td> <td>4</td> <td>-</td> <td>-</td> <td>-</td> <td>33</td> <td>5</td> <td>2</td> <td>14</td> <td>35</td> <td>2</td> <td>0</td> <td>D<sup>2</sup></td> <td>CRADH<sup>2</sup> 26-9-07 J.H. DUDLEY</td> </tr> <tr> <td></td> <td>Collective weight</td> <td>120</td> <td>0</td> <td>4</td> <td></td> <td></td> <td></td> <td>119</td> <td>2</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>32255</td> <td>Stream</td> <td>11</td> <td>0</td> <td>12</td> <td>2</td> <td>3</td> <td>4</td> <td>13</td> <td>0</td> <td>0</td> <td>0</td> <td>11</td> <td>0</td> <td>0</td> <td>RODGER'S</td> <td>D<sup>2</sup> TIP<sup>2</sup> 9-9-07 C.E. PERKIN</td> </tr> <tr> <td>32256</td> <td>Kedge</td> <td>5</td> <td>1</td> <td>7</td> <td>1</td> <td>1</td> <td>11</td> <td>7</td> <td>11</td> <td>3</td> <td>14</td> <td>5</td> <td>1</td> <td>0</td> <td>D<sup>2</sup></td> <td>D<sup>2</sup> D<sup>2</sup> D<sup>2</sup> D<sup>2</sup></td> </tr> </tbody> </table> <p>CHAIN CABLES.</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th colspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th colspan="2">Length and size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> <th rowspan="2">Material.</th> <th colspan="2">Length and size supplied.</th> <th colspan="2">Length and size per Table 22.</th> </tr> <tr> <th>Length.</th> <th>Diam.</th> <th>Supplied.</th> <th>Per Table 22.</th> <th>Length.</th> <th>Diam.</th> <th>Length.</th> <th>Diam.</th> </tr> </thead> <tbody> <tr> <td>7365</td> <td>240</td> <td>1 1/8</td> <td>63 1/4</td> <td>88 1/2</td> <td>425-221</td> <td>425-10</td> <td>240</td> <td>1 1/8</td> <td>STUD</td> <td>SYKES &amp; SON, CFF 27-9-07 G.W. PENN</td> <td>TOWLINE S.W.</td> <td>100</td> <td>4</td> <td>33</td> <td>100</td> <td>4</td> </tr> <tr> <td>from Stream Chain or Steel Wire</td> <td>75</td> <td>4 1/4</td> <td>35</td> <td>-</td> <td>-</td> <td>-</td> <td>75</td> <td>4 1/4</td> <td>S.W.</td> <td>NEWALL &amp; SON.</td> <td>HAWERS &amp; WARPS</td> <td>180</td> <td>2 1/2</td> <td>12 1/2</td> <td>180</td> <td>2 1/2</td> </tr> </tbody> </table> <p>HAWERS AND WARPS.</p> <p>Boats TWO LIFEBOATS + TWO OTHERS.</p> <p>Pumps, Number ONE DOWNTON + ONE H<sup>2</sup> PUMP TO FORE PEAK. Diameter of Barrel 5" State whether they are in efficient working order <u>YES</u>.</p> <p>Windlass is CLARKE, CHAPMAN. Capstan</p> <p>Engine Room Skylights.—How constructed? OF TEAK</p> <p>What arrangements for deadlights in bad weather? TEAK FLAPS + BULL'S EYES.</p> <p>Coal Bunker Openings.—How constructed? OF STEEL How are lids secured? CLEATS + BATTENS. Height above deck? 18" ABOVE B<sup>2</sup> DK.</p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &amp;c. SIX SCUPPERS AND EIGHT WATER PORTS (36" x 18") EACH SIDE.</p> <p>Ceiling in Holds, thickness and material 2 1/2" PINE Cargo Battens, thickness and material 2" PINE</p> <p>Cargo Hatchways.—How formed? STEEL PLATES + ANGLES Hatches.—If strong and efficient? YES SOLID.</p> <p>State size No. 1 Hatch (Forward) 20'-0" x 21'-0" No. 2 Hatch 20'-0" x 21'-3" No. 3 Hatch 20'-0" x 21'-3" No. 4 Hatch 20'-0" x 21'-3" No. 5 Hatch 20'-0" x 21'-3"</p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch: THREE WEBS TO EACH HATCH.</p> <p>No FORE + AFTERS FITTED. No. of Breasthooks FOUR No. of Crutches TWO DEEP FLOORS.</p> <p>Bulwarks, height above deck and description PLATE 48" x 3/40 Main Rail and Stays, material and size B. A. 6" x 3" x 7/20</p> <p>The above is a correct description.</p> <p>Builder's Signature (here apply) OLYDE SHIPBUILDING &amp; ENGINEERING CO. LIMITED, Surveyor's Signature David McAnslan.</p> <p>Builder's Name (here apply) OLYDE SHIPBUILDING &amp; ENGINEERING CO. LIMITED, Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																	LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		As Particulars.	Heel.	Hoards.	Head.	Number.	Size.	Seams.	Butts.	Fore	STEEL	86'-0"	23" x 7/20	18" x 1/20	15 1/2" x 1/20	-	TWO	-	-	SINGLE	3R + 2R	Main	D <sup>2</sup>	78'-5"	"	"	"	-	D <sup>2</sup>	-	-	D <sup>2</sup>	D <sup>2</sup>	Misc.												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.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	2698	1st Bower	42	0	0	-	-	-	37	2	2	0	42	0	0	BRITANNIC PAT <sup>2</sup>	SYKES & SON, CRADH <sup>2</sup> 24-9-07 J.H. DUDLEY	32178	2nd "	41	3	0	-	-	-	36	19	14	42	0	0	D <sup>2</sup>	D <sup>2</sup> TIP <sup>2</sup> 23-8-07 J.M. PORSAL	2700	3rd "	36	1	4	-	-	-	33	5	2	14	35	2	0	D <sup>2</sup>	CRADH <sup>2</sup> 26-9-07 J.H. DUDLEY		Collective weight	120	0	4				119	2	0							32255	Stream	11	0	12	2	3	4	13	0	0	0	11	0	0	RODGER'S	D <sup>2</sup> TIP <sup>2</sup> 9-9-07 C.E. PERKIN	32256	Kedge	5	1	7	1	1	11	7	11	3	14	5	1	0	D <sup>2</sup>	D <sup>2</sup> D <sup>2</sup> D <sup>2</sup> D <sup>2</sup>	Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 22.		Description.	Makers of Cables.	Where and when tested and Superintendent.	Material.	Length and size supplied.		Length and size per Table 22.		Length.	Diam.	Supplied.	Per Table 22.	Length.	Diam.	Length.	Diam.	7365	240	1 1/8	63 1/4	88 1/2	425-221	425-10	240	1 1/8	STUD	SYKES & SON, CFF 27-9-07 G.W. PENN	TOWLINE S.W.	100	4	33	100	4	from Stream Chain or Steel Wire	75	4 1/4	35	-	-	-	75	4 1/4	S.W.	NEWALL & SON.	HAWERS & WARPS	180	2 1/2	12 1/2	180	2 1/2
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Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

(M) 19422 APRIL + 9 OCT 1907. (E) 22 MAY 1907.

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED AND OVERLAPPED.Is the riveted work properly closed? YESAre the liners between the frames and plates solid single pieces? YES Do the holes for riveting plate to frames, butt straps, or plateto plate, &c., conform well to each other? YES. Are the rivet holes well and sufficiently countersunk in the plate and punchedfrom the faying surfaces? YES Do any rivets break into or through the seams or butts of the plating? A VERY FEWAre the butts of Plating, Stringers, &c., properly shifted and strapped? YESHave all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? YES State results of tests SATISFACTORYHave all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? State results of tests SATISFACTORY.General Remarks (State quality of workmanship, &c.): THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVEDPLANS, THE SECRETARY'S LETTERS AS ABOVE STATED, AND, IN OTHER RESPECTS, IN CONFORMITY WITH THE RULES; THE MATERIAL AND WORKMANSHIP ARE GOOD.THE KEEL HAS BEEN SIGHTED AND FOUND PRACTICALLY STRAIGHT.

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' 8 1/4 ft., R.Q.D. or Break 14' ft., Bridge Dk. 62' ft., F'castle 31' 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): ONE DECK (STEEL) AND DEEP FRAMING.Official No. FIXED IN COLOURS; Signal LettersState if Machinery is fitted aft: FITTED AMIDSHIPS.How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT AND PAINT 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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	90	199	Fore peak tank,	-	67
Double bottom, under Engines and Boilers,	34	110	After peak tank,	-	79
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward	-	-
Double bottom, forward,	132	355	Other tanks, if fitted,	-	-
Total capacity	664		(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. 27464

Date 18th April 1907

No. 276 in builder's yard

Days of Survey held while building

1907. May 14. 16. 21. 25. 28. 31. June 6. 9. 18. 19. 21. 25. 29. July 3. 18. 23. 24. 26. 28. 31. Aug. 1. 5. 9. 13. 15. 18. 21. 26. 28. 30. Sep. 2. 6. 11. 12. 14. 17. 20. 24. 26. Oct. 1. 4. 8. 11. 14. 17. 21. 23. 24. 28. 30.

Total No. of Visits 50

The amount of Entry Fee ..... £ 5 : : : Fees applied for, 8th Nov 1907

Special ..... £ 79 : 19 : Received by me, 11/11/1907

Travelling Expenses, if any £ : : :

State whether the Vessel has been built under Special Survey YES.

I am of opinion this Vessel should be Classed \*100 A1 "STEEL"

With, or without Freeboard, as condition of Class

Certificate to be sent to GREENOCK.

David McAnslan.

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

Committee's Minute Glasgow 11 NOV 1907

Character assigned + 100 A1 Steel.

Lloyd's accp.