With ~~or Without~~

Disconnected Erections.

STEEL STEAMER.

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

Received at London Office WED. MAY. 21. 1913

Date of completion of report 17th May 1913 — Port of NEWCASTLE-ON-TYNE — No. 64228

Survey held at South Shields — Date, First Survey 24th Sept 1912 — Last Survey 9th May 1913

On the (*State if Single, Twin, or Triple Screw*) Single Screw Steamer **TREVIDER** — Rig Fore & aft schooner

TONNAGE under Tonnage Deck	4014.53
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop	16.56
Do. of R.Q.Dk.	
Do. of Bridge House	
Do. of Forecastle	48.82
Do. of Houses on Dk.	98.66
Do. of excess of Hatchways	24.97
Do. above Crown of Engine Room	56.67
Gross Tonnage	4260.21
Less Crew Space	104.82
Less above Crown of Engine Room	56.67
TONNAGE FOR FEES	4098.72
Less Engine Room	1363.27
Less Navigation Spaces	49.22
Water Ballast	19.61
Register Tonnage as cut on Beam	2723.29

CLASS ✠ 100 A1.

	FEET.
Breadth (*greatest moulded*)	50.79
Depth, *at middle of length from top of keel to top of upper deck beams at side*	27.70
Transverse Number	78.49
Length *on deck from fore part of stem to after part of stern post*	369.4
Longitudinal Number	28.994
Depth "d," *at middle of length (See Secs. 2 & 13)*	24.29
Proportions—*Depths to Length—Upper Deck Beam at side to top of keel*	13.3
" " *Long Bridge Deck Beam at side to top of keel*	10.4

Master J. Williams

Year of appointment (1) *As Master in service of owner of present vessel:*—1907 (2) *As Master of this vessel* 1913

Built at South Shields.

When built 1913 Launched 9th April 1913.

By whom built J. Readhead & Sons Ld.

Owners Hain Steamship Co Ld.

Managers E. Hain & Sons. (*Where necessary to be entered in Reg. Book.*)

Residence St Ives, Cornwall.

Port belonging to St Ives.

Destined Voyage Port Said — If Surveyed while Building, & Afloat, ~~or in Dry Dock~~ Built under Special Survey.

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
LENGTH on Deck as per Rule	369	3/4	**BREADTH**—Moulded	50	9½	**DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams	26	1	No. of Decks with flat laid: One.
						Do. do. do. do. Second Dk. Beams	–	–	No. of Tiers of Beams: One.

Dimensions of Ship per Register, Length 369.9 breadth 51.1 depth 26.1. Moulded depth, ft. 36 ins. 2½ To Bridge Dk. Moulded depth, ft. 27 ins. 8½ To Upper Dk. Round of Upper Dk. Beam, Actual 12½ ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.	Inches per Rule Approved.
FRAME, ~~Angles, or E or~~ L Bars amidships	11	3½	·68	11	3½	·68
Do. in peaks angle & (Rev Frame 4×3½×·40)	6	3½	·40	6	3½	·40
Do. in way of Double Bottoms at Solid Floors	3½	3½	·40	3½	3½	·40
" " at intermdt. Bkts.	5½	3½	·46	5½	3½	·46
Spacing of Frames from centre to centre amidships		28	/		28	
" " " " from ¾ length to Collision bulkhead		28	/		28	
" " " " in peaks		26	/		26	
REVERSED FRAME, Angles	Frame lags = bulb angle					
Do. in way of Double Bottoms at Solid Floors	3½	3½	·40	3½	3½	·40
" " at intermdt. Bkts.	5½	3½	·46	5½	3½	·46
FRAMING, depth of girder	Bulb angle = 11"					
FLOORS, depth and thickness of Floor Plate ~~at mid line for ¾ length amidships~~						
" in way of ~~Engine and~~ Boiler Spaces	32		·58	32		·58
" thickness at the ends of vessel ~~in peaks~~			·38			·38
" ~~depth at ¾ the half breadth, as per Rule~~						
" ~~height extended at the Bilges~~						
FLOORS in Cell. Double Bottoms		·40	·38		·40	·38
" state if flanged (top & bottom)	No flanging.					
" Spacing of Solid floors To alternate frames ~~7 before engines~~ 3/5 length						
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	41		·50	41		·50
" " Angles, Top ~~Single~~	4½	4½	·58	4½	4½	·58
" " " Bottom ~~Double~~	4½	4½	·58	4½	4½	·58
" " " to Floors ~~Single~~	5	5	·54	5	5	·54
" Brackets at intermdt. frmg., wdth & thknss	21 ×	·40	·38	21 ×	·40	·38
SIDE GIRDERS, number on each side & thickness	Three		·36	Three		·36
" " state if flanged (top and bottom)	Flanged on top only.					
" " Angles (~~top and~~ bottom)	3½	3½	·38	3½	3½	·38
" " " to Floors	3	3	·38	3	3	·38
MARGIN PLATE, depth (exclusive of flange) and thickness	40		·44	40		·44
" " Angles to Outside Plating	3½	3½	·44	3½	3½	·44
" " " Floors	5	3½	·40	5	3½	·40
" Brackets at intermdt. frmg., wdth & thknss	2'-6"	× ·40	·38	2'-6"	× ·40	·38
" Height of Outside Brackets above at bilge		3'-10"	/		3'-10"	
LOWER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**	72 &	42 × ·50		42		·50
" " " in Engine ~~and Boiler space~~		·48 &	·88		·48 &	·88
" " " Remainder in Holds	·44	·40	& ·36	·44	·40	& ·36
BEAMS, Upper Deck, ~~Single Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	9	3½	·56	9	3½	·56
" In way of Long Bridge Bb	8½	3½	·52	8½	3½	·52
" Spacing		28	/		28	
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
Spacing						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
Angles on upper edge						
Spacing						
BEAMS, Poop Deck, ~~Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	6½	3	·40	6½	3	·40
Angles on upper edge						
Spacing		28 &	26		28 &	26
BEAMS, Bridge Deck, ~~Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	8½	3	·48	8½	3	·48
~~Angles on upper edge~~						
" Spacing		28	/		28	
BEAMS, Forecastle Deck, ~~Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	8½	3	·48	8½	3	·48
" ~~Angles on upper edge~~						
" Spacing		28 &	26		28 &	26

PILLARS.

	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS, In 'tween Deck, size and spacing Erections	2 7/8.	S = 56	2 7/8.	S = 56
" " **Hold** Centre Line Bulkhead ·30. with B a vertical stiffeners 7"×3½×·56 & 7½×3×·46.	·62			
at Main Hatches: **Quarter 'tween Dks.,** " "	3½.	S = 112	3½.	S = 112.
" **in Hold** " "	5.	S = 112	5.	S = 112.

KEELSONS & STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.	Inches per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate ~~above floors, Through Plate, or Intercostal Plate~~	41		·60	41		·60
" Rider Plate	14		·58	14		·58
" Flat Plate Keel Angles	4½	4½	·58	4½	4½	·58
" Horizontal Plates on Floors	12		·58	12		·58
" Angles ~~or Bulb Angles~~ Four	6½	3½	·48	6½	3½	·48
SIDE KEELSONS, Number One						
" Angles ~~or Bulb Angles~~ Four	6½	3½	·48	6½	3½	·48
" Plate above floors, for full length	9		·58	9		·58
" Intercostal Plate, for full length	14	·46	·58	14	·46	·58
" Attached to outside Plating with Angle	3½	3½	·38	3½	3½	·38
BILGE KEELSONS 2 Side, Angles One	6½	3½	·48	6½	3½	·48
" Intercostal Plate for full length		·46	/		·46	
" Attached to outside Plating with Angle	3½	3½	·38	3½	3½	·38
SIDE STRINGERS, Number Three abends & Holds only.						
" " Angle One	6½	3½	·58	6½	3½	·58
" Intercostal Plate, for full length		·42	/		·42	
" Attached to outside plating with Angle	3½	3½	·42	3½	3½	·42

In way of Boilers only

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	64–34.	·60	·42.	64–34	·60	·42.
" " " br'dth & thickness (in way of Bridge)	64	·44		64	·44	
" " " Angle (clear of Bridge)	4×4	·50		4×4	·50	
" " " at Bridge.	3½×3½	·46		3½×3½	·46	
" " ~~Tie Plate~~ at sides of Hatchways	Plating increased.					
" Deck.* Iron ~~or~~ & Steel, for full lng.						
" " Thickness (clear of Bridge)	·42 iron &	·32 steel		·42 iron &	·32 steel	
" " " (in way of Bridge)		·34 steel			·34 steel	
" Wood Deck. Material & thickness None						
Second Deck Stringer Plate, br'dth & thickness						
" Angles on ditto, No.						
" Tie Plates outside Hatchways						
" Deck.* Iron or Steel, for lng.						
" Wood Deck. Material & thickness						
Third Deck Stringer Plate, br'dth & thickness						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck.* Material and thickness						
Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" " " Angles on ditto, No.						
" " " Tie Plates outside Hatchways						
" " Deck. Material & thickness						
Poop Deck Stringer Plate, breadth & thickness	33	·34		33	·34	
" Angle on ditto	3½×3½	·34		3½×3½	·34	
" ~~Tie Plates~~						
" Deck. Material and thickness Iron		5/16			5/16	
Bridge Deck Stringer Plate, br'dth & thickness	5·6	·54		5·6	·54	
" Angle on ditto	4½×4½	·56		4½×4½	·56	
" ~~Tie Plates~~ Plating increased along side openings.						
" Deck. Material and thickness Steel & iron		·36 &	·40		·36 &	·40
Forecastle Deck Stringer Plate, b'dth & th'kns	33	·34		33	·34	
" Angle on ditto	3½×3½	·34		3½×3½	·34	
" ~~Tie Plates~~ Sheathed with G G 5"×2½.						
" Deck. Material and thickness Steel		·24			·24	

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

Form No. 1A.—1m.1.12.T.

010219-010228-0248 1/2

WEB FRAMES.

	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, ~~No. and spacing~~	One Web Frame in			
" " " brdth. & thickness	fore peak,		20" × ·40	
" ~~No. of Side Stringers~~ " "				
WEB-FRAMES, In E. & B. Space, No. & spacing	One as per Profile.			
" " " brdth. & thickness	36 7/24 × ·40		36 7/24 × ·40	
~~**WEB-FRAMES, In After-Body,** No. and spacing~~				
" " " ~~brdth. & thickness~~				
" ~~No. of Side Stringers~~ " "				
" Size of Face Angles to **Web-Frames**	3½ × 3½ × ·40		3½ × 3½ × ·40	
~~**BRACKET PLATES to Stringers between Web Frames,** depth and thickness~~				

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness	Flat Plate keel.	
STEM, moulding and thickness	10 × 2¾	10 × 2¾
STERN-POST for Rudder do. do.	9 × 7½	9 × 7½
" for Propeller	10 × 7½	10 × 7½
RUDDER—A × D² Table 22. Speed 10 Knots	A × D = 435.	
" **Main-Piece,** diameter at head	9"	9"
" " " at heel	6¾	6¾

RUDDER, how constructed: Forged & built.

" Thickness of ~~Plates or~~ Single Plate: 1·04.

Can the Rudder be unshipped afloat? Yes.

BULKHEADS. STIFFENERS.

	Number. Vessel.	Number. Per Rule.	Thickness.	Horizontal. Size.	Horizontal. Spacing	Vertical. Size.	Vertical. Spacing	Single or Double Frames.	Height up, state deck.
			Inches.	Inches.	Inches.	Inches.	Inches.		
W.T. BULKHEADS	6	6	·94	–	–	Ba 10×3½×60.30		Single.	2 D.
Fore Hold			·36	–	–	10×3½×66.30		D°	D°
aft Hold			·36	–	–	10×3½×64.30		D°	D°
aft Peak			·34	Single bar 8×3½×42.48		Ba 10×3½×60.24		D°	D°
" **COLLISION** "			·38	D°	D°	10×3½×62.34		D°	D°
~~**PARTITION** "~~									
LONGITUDINAL "			·30	–		Ba 7=10×3½×66.62. Spaced 66 a= 7½×3×·40.			D°

Are the outside Plates doubled two spaces of Frames in length? No, large brackets

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

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. South Durham. Consett I. Co. Cargo Fleet. Palmers S.B. & I. Co. Dorman Long & Co. Hartlepool Rolling Mills.

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

PLATING. RIVETING.

STRAKES.		AS IN SHIP. Amidship. Breadth.	Amidship. Thickness.	Forward. Thickness.	Aft. Thickness.	PER RULE OR AS APPROVED. Amidship. Breadth.	Amidship. Thickness.	EDGES. Ordinary or joggled? Ordinary. Single or Double.	Breadth of Lap.	Rivets. Diam.	Spacing cr. to cr.	BUTTS. Double or Treble and for what Length.	Rivets. Diam.	Spacing cr. to cr.	Straps. Breadth.	Straps. Thickness.	If Lapped. Breadth.	If Lapped. For what Length.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
Flat Plate Keel (If Bar Keel, state breadth)		46	·94	·66	·66	46	·94	Double	6	1	4	Quad & L Treble Double	1⅛	4	–	–	16	7 L
Garboard or	A Strake	60½	·62	·48	·48	60½	·62	D°	6¼	⅞	3½	D°	⅞	3½	–	–	12	7 L
State actual thickness in way of Double Bottom.	B "	60	·62	·48	·50	60	·62	D°	D°	D°	D°	D°	D°	D°	–	–	12	7 L
	C "	60½	·62	·50	·48	60½	·62	D°	D°	D°	D°	D°	D°	D°	–	–	12	7 L
	D "	60	·62	·56	·50	60	·62	D°	D°	D°	D°	D°	D°	D°	–	–	12	7 L
	E "	59½	·62	·52	·54	59½	·62	D°	D°	D°	D°	D°	D°	D°	–	–	12	7 L
	F "	54½	·64	·46	·48	54½	·64	D°	D°	D°	D°	D°	D°	D°	–	–	12	7 L
	G "	60	·64	·46	·46	60	·64	D°	D°	D°	D°	Treble	D°	3⅛	–	–	9	7 L
	H "	60½	·64	·46	·48	60½	·64	D°	D°	D°	D°	D°	D°	D°	–	–	9	7 L
	J "	60	·64	·46	·46	60	·64	D°	D°	D°	D°	D°	D°	D°	–	–	9	7 L
	K "	66	·64	·46	·46	66	·64	D°	D°	D°	D°	D°	D°	D°	–	–	9	7 L
Sheerstrake	L "	57½	·64	·46	·48	57½	·64	D°	D°	D°	D°	D°	D°	D°	–	–	9	7 L
Bridge Side.	M "	46½	·64			46½	·64	D°	D°	D°	D°	Quad	D°	D°	–	–	12	7 L
	N "	47½	·66			47½	·66					Quad	D°	D°	–	–	12	7 L
	O "																	
	P "																	
	Q "																	
	R "																	
	S "																	
	T "																	
	U "																	
	V "																	
	W "																	
Th'kness of Sh'erstrke clear of Long Bridge			·88				·88											
Do. of Strake below			·70				·70											
Dblg. of Flat Plate Keel		Flat plate keel increased in thickness																
" Sheerstrakes *Length and thickness.*			·64 at Bridge ends.															
Poop Sides					·36		·36	Single	2½	¾	3"	Double	¾	2⅝			5	7 L.
Short Bridge Sides																		
Forecastle Sides				·40			·40	"	"	"	"	"	"	"			"	7 L.

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.

*Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate { **Butts,** Treble riveted for Full length ~~amidship.~~ **Straps,** ~~single, double or~~ overlapped for Full length ~~amidship.~~

Second Deck Stringer Plate { **Butts,** riveted for length amidship. **Straps,** single or overlapped for length amidship.

Butts of ~~Side~~ Bridge Stringers Treble riveted.

" **Tie Plates** riveted.

Inner Bottom Plating, riveting of **Edges** Single " " " Centre Strake" Double **Butts** Double & L Treble & L.

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

Frames, riveted through Plates with ⅞ in. Rivets, about 5¼ apart.

Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from Centre Line to Margin Plate & thence to Upper Dk. state if ordinary or joggled Joggled.

REVERSED FRAMES on floors ~~and frames extend from~~ Frames in Bridge = angle 6"×3½×·40" all scarphed to main frames. only.

State if ordinary or joggled Joggled.

MASTS, SPARS, &c.

		Material.	Total Length.	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Size.	Riveting. Seams.	Butts.
Lower Masts	Fore	Steel	44·0"	22×9/16	22×9/16	✓	16×9/16	Two	✓	✓	Single	Treble & D°
	Main	D°	46·0"	D°	D°		D°	D°			D°	D°
	Mizen											
~~Bowsprit~~												

Topmasts, ~~Yards~~ and Remainder of **Spars** Pitch Pine.

Rigging, Material and Size, **Shrouds** Galvanized wire 5¾" **Stays** 4" & 2¼".

Sails. One Suit of canvas Sails, ~~and the following spare sails~~

Form No. 1A.

WED. MAY 21 1913

EQUIPMENT No. 30824 LETTER X. ANCHORS. ~~TONNAGE U. DK. OR PLATING No. FOR TRAWLERS~~

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 31. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
68966	1st Bower	57	0	25				46	15	2	14	56	1	0	Hartshorne Stockless	Hingley	LPHN 28/2/13. H. Green
68965	2nd "	55	0	12				45	9	0	7	56	1	0	" "	"	" "
68983	3rd "	47	3	4				41	0	3	21	47	2	0	" "	"	" "
	4th "														Hammer, drop & bend tests.		
	Collective weight	160	0	13								160	0	0			
68698	Stream	15	1	10	4	0	11	16	16	2	7	15	0	0	Ordinary.	Hingley	LPHN 18/1/13. H. Green
68695	Kedge	6	2	5	1	3	2	8	17	2	0	6	2	0	"	"	" "

If Patent state name of Patentee. If Stockless state Mechanical tests.

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied.	Per Rule.	Length and Size per Table 31. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs	Fathoms.	Ins.			
52682	135	2⅛	81¼	113¾	305-2-7	608-2-14	270	2 2/16	Stud	Hingley	LPHN 31/1/13. H. Green
52717	135	"	"	"	305-1-0		"	"	"	"	" 30/1/13 "
~~Iron Stream Chain or~~ Steel Wire	90	Cir. 4½		39	510-3-7		90	Cir. 4½			

Steel wires certified by Hetburn Ropes & Sail Co Ld.

Material.	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire Towline. Tons.	Length and Size per Table 31. Length.	Cir.
	Fathoms.	Ins.	Fathoms.	Fathoms.	Ins.
Towline	120	4½	39	120	4½
Hawsers & Warps	4-90	3	18	4-90	7
" "	2-45	14	coir.		
" "	6-90	7	manilla		

Boats 2 lifeboats & 7 others **Steering Gear, Steam** yes **Steering Gear, Hand** yes.

Pumps, Number One Downton & 1 to fore peak Diameter of Barrel 5 & 6 State whether they are in efficient working order yes.

Windlass is Emerson Walker & Thompson Bros Ld. **Capstan** ✓

Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel flaps & bullseyes.

Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? Cleats & battens. Height above deck? 1·6 & 2·7

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 3 scuppers each side of each well. 2 ports " " " " " 3·0×1·0"

Ceiling in Holds, thickness and material 2½" pine under hatches & over bilges **Cargo Battens,** thickness and material 6×2 pine.

Cargo Hatchways.—How formed? Steel plates & angles **Hatches,** If strong and efficient? yes. 3"

State size **No. 1 Hatch** (Forward) 28'-0" × 17'-11½" **No. 2 Hatch** 30-4 × 17-11½ **No. 3 Hatch** 11·8 × 14·0" **No. 4 Hatch** 30-4 × 17-11½

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch 5 webs in No 2 & 4 hatchways. " 5 " 28-0 × 17-11½ 4 webs in No 1 & 5. 1 web in No 3. no fore & afters. **No. of Bresasthooks** 4 & decks **No. of Crutches** deep floors.

Bulwarks, height above deck and description Steel 4'-3" Main Rail, material and size Bulb angle 6¾ × 3 × 9/20.

The foregoing is a correct description. FOR JOHN READHEAD & SONS, LIMITED. DIRECTOR

Builder's Signature (here only) Jas H. Readhead

Surveyor's Signature J. S. Shute. J. McCrier

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

Correspondence.—State dates and initials of letters respecting this case (*References should be made in any correspondence connected with the case*)

M. 3/6/12 26/9/12 E 19/10/12

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? Joggled framing. 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? Very few.

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests satisfactory

General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the Rules, the approved plans & the Secretary's letters quoted above. The material & workmanship are good. The tunnel has been tested & found to be satisfactory.

The approved plans (3 in number) are enclosed which should be returned for reference in dealing with a duplicate vessel. A midship section & profile of the vessel as built are also enclosed.

This is a sister to the following but in this case the frames in bridge are all scarphed to the main frames.

"Trevaylor"	63454.	No. 430
Trevethoe.	63747.	" 431
Trevilley.	64035.	" 432.

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

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, MAY 23 1913

Special Survey Fee £ 127 : 9 : 6 Received by me, 23/5/1913

Travelling Expenses, if any £ : : Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 24/5/13.

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed ✠ 100 A1. Lloyds A & CP. J. S. Shute. J. McCrier.

~~With or~~ without Freeboard, as condition of Class

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

Committee's Minute FRI. MAY 23 1913

Character assigned 100 A1

Lloyds A & CP

Thmc 5.13

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

0248 2/2

GENERAL REMARKS—(*continued*).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32·5 ft., ~~R.Q.D.~~ ~~ft.~~, Bridge 226·38 ft., Forecastle 33·5 ft. (in feet and tenths). ~~When~~ the Poop is not 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 D.K. (Pt S. & Pt gvn.)

Official No. 133217 ; Signal Letters ..... State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Cement & 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	119	350	~~Fore peak tank.~~		
~~Double bottom, under Engines and Boilers,~~			After peak tank,	—	62
Double bottom, if under Engines only,	23·33	88	~~Deep tank, aft,~~		
~~Double bottom, if under Boilers only,~~			~~Deep tank, forward,~~		
Double bottom, forward,	163·33	549	~~Other tanks, if fitted,~~		
	Total capacity of double bottom	987	(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. 4396

Date 12.12.1912

No. 433 in builder's yard.

Dates of Surveys held while building: 1912 Sep. 24. Oct. 4.14.17.22.29. Nov. 11.14.19.21.28. Dec. 10.13.17.20.31. 1913 Jan. 7.16.22.30. Feb. 6.11.14.26. Mar. 12.14.19.20.26.28.31. Apl. 1.4.8.16.21.24.28.30. May 2.5.6.8.9.

Total No. of Visits 44.

Surveyor's Signature J. S. Shute. McIver.