

For 2 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 9644

FRI. JAN 4 1901

State of Report fitted sent on the Machinery of the Vessel. Yes

Received at London Office

Date of completion of Report 3rd January, 1901

Port of Leith

Date, First Survey 10th Octbr 1899

Last Survey 31st Decbr. 1899

Rig Schooner

Master J. A. Clark

Survey held at

On the Steel Screw Steamer

Leith "Beneluch"

ONE OR TWO DECKED VESSEL.

CLASS 100 A 1

FEET.

Year of appointment

(1) As master in service of owner of present vessel:—18 73
(2) As master of this vessel:—18 1900

Built at Leith

When built 1900 Launched 7th Novbr. 1900.

By whom built Ramagers Ferguson (Lim)

Owners H. Thomson & Co.

Managers

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

Residence Leith

Port belonging to Leith

TONNAGE under
Deck .. 3559.54
of Poop .. 133.47
of Raised Qr. ..
k. or Break ..
of Bridge House .. 183.11
of Forecastle .. 57.44
of Houses on Deck .. 98.60
of excess of Hatchways .. 20.44
of Crown of .. 106.09
Room .. 4158.69
new Space .. 99.73
ore Crown of .. 106.09
Room .. 205.82
BE FOR FEES .. 3952.87

Room 1330.78
tion Spaces 49.07

Tonnage 2679.11
Beam ..

Half Breadth (moulded) .. 23.00
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam) .. 29.70
Girth of Half Midship Frame (as per Rule) .. 48.42
1st Number .. 101.12
Length on deck from after part of stem to fore part of stern post .. 365.16
2nd Number .. 34368.85
Proportions—Breadths to Length .. 7.914
Depths to Length—Main Deck to top of Keel .. 16.77

Destined Voyage Antwerp

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

on Deck as Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Feet. Inches. No. of Decks with Flat laid Two
365 2 Moulded .. 46 0 Top of Floors to top of Main Deck Beams .. 26 1/2 No. of Tiers of Beams Two
of Ship per Register, Length, 385.2 breadth, 46.2 depth, 26.1 Moulded Depth, 28 ft. 9 ins. Round of Beam, Actual 11 1/2 ins.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | | KEELSONS AND STRINGERS. | | | | | | | |
|---|----------------|---------------|---------------------------------|--|----------------|---------------|---------------------------------|--|----------------|---------------|---------------------------------|--|----------------|---------------|---------------------------------|
| Inches in Ship | Inches in Ship | 20ths in Ship | Inches per Rule Or as Approved. | Inches in Ship | Inches in Ship | 20ths in Ship | Inches per Rule Or as Approved. | Inches in Ship | Inches in Ship | 20ths in Ship | Inches per Rule Or as Approved. | Inches in Ship | Inches in Ship | 20ths in Ship | Inches per Rule Or as Approved. |
| Angles, LE or LE Bars, for 1/2 length amidships | 6 | 3 1/2 | 9 | 6 | 3 1/2 | 9 | | KEEL, Bar or Side Plates depth and thickness | 11 x 3 | | 11 x 3 | | | | |
| at each end | 6 | 3 1/2 | 8 | 6 | 3 1/2 | 8 | | STEM, moulding and thickness | | | | | | | |
| ay of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 9 | 3 1/2 | 3 1/2 | 9 | | STERN-POST for Rudder do. do. | 11 x 7 | | 11 x 7 | | | | |
| " at intermdt. Bkts. | | | | | | | | " for Propeller | 9 1/2 | | 9 1/2 | | | | |
| Frames from moulding edge to edge, all fore and aft | 6 | 3 1/2 | 9 | 6 | 3 1/2 | 9 | | MAIN PIECE of Rudder, diameter at head | 7 1/4 | | 7 1/4 | | | | |
| D FRAME, Angles | | | | | | | | do. at heel | 22 | | 20 | | | | |
| AMING, depth of girder | | 9 | | | 9 | | | RUDDER, how constructed | single Plate | | | | | | |
| depth and thickness of Floor Plate | | | | | | | | Can the Rudder be unshipped afloat? | Yes | | | | | | |
| mid-line for 1/2 length amidships | | | | | | | | | | | | | | | |
| ay of Engines and Boilers | | | 9 x 15 | | | 9 x 15 | | | | | | | | | |
| ness at the ends of vessel | | | 8 | | | 8 | | | | | | | | | |
| h at 1/2 the half breadth, as per Rule | | | | | | | | | | | | | | | |
| ht extended at the Bilges | | | | | | | | | | | | | | | |
| BRACKETS, in Cell Dble Bottoms | | | 44 | 8 | | 44 | 8 | | | | | | | | |
| " Distance apart | | | 24 | | | 24 | | | | | | | | | |
| IRDER, in Double Bottom, depth and thickness | | | 44 | 11 | | 44 | 11 | | | | | | | | |
| " Angles, Top | 4 | 4 | 9 | 4 | 4 | 9 | | | | | | | | | |
| " Bottom | 6 1/2 | 4 1/2 | 10 | 6 1/2 | 4 1/2 | 10 | | | | | | | | | |
| ERS, number on each side & thickness | 2 | | 8 | | | 8 | | | | | | | | | |
| ngles | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | | | | | | | | | |
| PLATE, depth (exclusive of flange) and thickness | | | 35 | 10 | | 35 | 10 | | | | | | | | |
| ngles to Outside Plating | 4 | 4 | 9 | 4 | 4 | 9 | | | | | | | | | |
| OTTOM PLATING, breadth and thickness of Middle Line Strake | | | 36 | 10 | | 36 | 10 | | | | | | | | |
| thickness in Engine and Boiler space | | | 10 x 12 | 16 | | 10 x 12 | 16 | | | | | | | | |
| " Remainder in Holds | | | 8 | | | 8 | | | | | | | | | |
| ain and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb | 9 | 3 | 12 | 9 | 3 | 12 | | | | | | | | | |
| les on Upper Edge | | | | | | | | | | | | | | | |
| age space | | | 24 | | | 24 | | | | | | | | | |
| Deck, Single Angle, Bulb angle, Plate or Tee Bulb | 9 | 3 | 12 | 9 | 3 | 12 | | | | | | | | | |
| gles on Upper Edge | | | | | | | | | | | | | | | |
| verage space | | | 24 | | | 24 | | | | | | | | | |
| old, Plate or Tee Bulb | | | | | | | | | | | | | | | |
| gles on Upper Edge | | | | | | | | | | | | | | | |
| verage space | | | | | | | | | | | | | | | |
| oop Deck, Angle, Bulb Angle, Plate or Tee Bulb | 7 | 3 | 8 | 7 | 3 | 8 | | | | | | | | | |
| gles on Upper Edge | | | | | | | | | | | | | | | |
| verage space | | | 24 | | | 24 | | | | | | | | | |
| idge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | 7 1/2 | 3 | 9 | 7 1/2 | 3 | 9 | | | | | | | | | |
| gles on Upper Edge | | | | | | | | | | | | | | | |
| verage Space | | | 24 | | | 24 | | | | | | | | | |
| recastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 7 | 3 | 8 | 7 | 3 | 8 | | | | | | | | | |
| gles on Upper Edge | | | | | | | | | | | | | | | |
| verage space | | | 24 | | | 24 | | | | | | | | | |
| in 'tween Decks, Size and Spacing | 3 1/4 | 48 | | 3 1/4 | 48 | | | | | | | | | | |
| " Hold | 4 3/8 | 48 | | 4 3/8 | 48 | | | | | | | | | | |
| quarter, 'tween Dks., | 2 1/4 | | | 2 1/4 | | | | | | | | | | | |
| " in Hold | 4 3/8 | | | 4 3/8 | | | | | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | | | | | | | | | |
| " " " Brdth. & Thickness | | | | | | | | | | | | | | | |
| No. of Side Stringers | | | | | | | | | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | | | | | | | | | | |
| " " " Brdth. & Thickness | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | |
| | | | | As per plan of mid section | | | | | | | | | | | |
| | | | | Main and Raised Quarter Deck Stringer | | | | Main and Raised Quarter Deck Stringer | | | | Main and Raised Quarter Deck Stringer | | | |
| | | | | Plate, breadth and thickness | | | | Plate, breadth and thickness | | | | Plate, breadth and thickness | | | |
| | | | | Angle on ditto | | | | Angle on ditto | | | | Angle on ditto | | | |
| | | | | Tie Plates fore & aft, outside Hatchways | | | | Tie Plates fore & aft, outside Hatchways | | | | Tie Plates fore & aft, outside Hatchways | | | |
| | | | | Diagonal Tie Plates on Bms., No. of Pairs | | | | Diagonal Tie Plates on Bms., No. of Pairs | | | | Diagonal Tie Plates on Bms., No. of Pairs | | | |
| | | | | Main Dk* Iron or Steel for | | | | Main Dk* Iron or Steel for | | | | Main Dk* Iron or Steel for | | | |
| | | | | R. Q. Dk* Iron or Steel for | | | | R. Q. Dk* Iron or Steel for | | | | R. Q. Dk* Iron or Steel for | | | |
| | | | | Wood Deck, Material & thickness in way of Cabins | | | | Wood Deck, Material & thickness in way of Cabins | | | | Wood Deck, Material & thickness in way of Cabins | | | |
| | | | | Lower Deck Stringer Plate, breadth and thickness | | | | Lower Deck Stringer Plate, breadth and thickness | | | | Lower Deck Stringer Plate, breadth and thickness | | | |
| | | | | Angles on ditto, No. | | | | Angles on ditto, No. | | | | Angles on ditto, No. | | | |
| | | | | Tie Plates, outside Hatchways | | | | Tie Plates, outside Hatchways | | | | Tie Plates, outside Hatchways | | | |
| | | | | Deck* Material and thickness | | | | Deck* Material and thickness | | | | Deck* Material and thickness | | | |
| | | | | Hold Stringer Plate | | | | Hold Stringer Plate | | | | Hold Stringer Plate | | | |
| | | | | Angles on ditto, No. | | | | Angles on ditto, No. | | | | Angles on ditto, No. | | | |
| | | | | Poop Deck Stringer Plate, breadth & thickness | | | | Poop Deck Stringer Plate, breadth & thickness | | | | Poop Deck Stringer Plate, breadth & thickness | | | |
| | | | | Angle on ditto | | | | Angle on ditto | | | | Angle on ditto | | | |
| | | | | Tie Plates | | | | Tie Plates | | | | Tie Plates | | | |
| | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | |
| | | | | Bridge Deck Stringer Plate, brdth & thickness | | | | Bridge Deck Stringer Plate, brdth & thickness | | | | Bridge Deck Stringer Plate, brdth & thickness | | | |
| | | | | Angle on ditto | | | | Angle on ditto | | | | Angle on ditto | | | |
| | | | | Tie Plates | | | | Tie Plates | | | | Tie Plates | | | |
| | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | |
| | | | | Forecastle Deck Stringer Plate, brdth & thcknss | | | | Forecastle Deck Stringer Plate, brdth & thcknss | | | | Forecastle Deck Stringer Plate, brdth & thcknss | | | |
| | | | | Angle on ditto | | | | Angle on ditto | | | | Angle on ditto | | | |
| | | | | Tie Plates | | | | Tie Plates | | | | Tie Plates | | | |
| | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | | Deck, Material and thickness | | | |
| | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | |
| | | | | BULKHEADS. | | | | BULKHEADS. | | | | BULKHEADS. | | | |
| | | | | In Vessel. | | | | In Vessel. | | | | In Vessel. | | | |
| | | | | Per Rule. | | | | Per Rule. | | | | Per Rule. | | | |
| | | | | Thickness. | | | | Thickness. | | | | Thickness. | | | |
| | | | | Horizontal. | | | | Horizontal. | | | | Horizontal. | | | |
| | | | | Size. | | | | Size. | | | | Size. | | | |
| | | | | Spacing. | | | | Spacing. | | | | Spacing. | | | |
| | | | | Vertical. | | | | Vertical. | | | | Vertical. | | | |
| | | | | Size. | | | | Size. | | | | Size. | | | |
| | | | | Spacing. | | | | Spacing. | | | | Spacing. | | | |
| | | | | Single or Double Frames. | | | | Single or Double Frames. | | | | Single or Double Frames. | | | |
| | | | | Height. | | | | Height. | | | | Height. | | | |
| | | | | W.T. BULKHEADS | | | | W.T. BULKHEADS | | | | W.T. BULKHEADS | | | |
| | | | | PARTITION | | | | PARTITION | | | | PARTITION | | | |
| | | | | LONGITUDINAL | | | | LONGITUDINAL | | | | LONGITUDINAL | | | |
| | | | | Are the outside Plates doubled two spaces of Frames in length? | | | | Are the outside Plates doubled two spaces of Frames in length? | | | | Are the outside Plates doubled two spaces of Frames in length? | | | |
| | | | | Are the Stille Valves and Watertight Doors in efficient working order? | | | | Are the Stille Valves and Watertight Doors in efficient working order? | | | | Are the Stille Valves and Watertight Doors in efficient working order? | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|---|----------------|----------|------------------------------|------------|--------------------------|------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|--|--|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | UPPER EDGES. | | | | BUTTS. | | | | | | | | |
| | AMIDSHIP. | FORWARD. | AFT. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | THICKNESS. | | | | |
| FLAT PLATE KEEL..... | 36 | 21 | 14 | 14 | 36 | 21 | 14 | 14 | 36 | 21 | 14 | 14 | 36 | 21 | 14 | | | | |
| GABBOARD OR A STRAKE..... | 36 | 21 | 14 | 14 | 36 | 21 | 14 | 14 | 36 | 21 | 14 | 14 | 36 | 21 | 14 | | | | |
| B..... | 43 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| C..... | 51 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| D..... | 44 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| E..... | 45 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| F..... | 44 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| G..... | 51 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| H..... | 45 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| J..... | 53 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| K..... | 45 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| L..... | 53 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| M..... | 45 | 13 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | 13 | 10 | 10 | | | | |
| N..... | 53 | 12 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | 12 | 9 | 9 | | | | |
| O..... | 44 | 16 | 11 | 11 | 44 | 16 | 11 | 11 | 44 | 16 | 11 | 11 | 44 | 16 | 11 | | | | |
| P..... | | | | | | | | | | | | | | | | | | | |
| DOUBLING OF PLATE KEEL..... | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Sheerstrakes..... | 36 | 16 | for 20 ft. at ends of bridge | | | | | | | | | | | | | | | | |
| POOP SIDES..... | 7 | | | | 7 | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES..... | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES..... | 9 | | | | 9 | | | | | | | | | | | | | | |
| FORECASTLE SIDES..... | 7 | | | | 7 | | | | | | | | | | | | | | |
| LENGTHS OF PLATING..... | 6 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, outside Plating, &c.?

Ranarkshire, Lumsen Martin Process, Bellside, Inverleith, Gledisdale

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

FRAMES extend in one length from *margin plate* to *gunwale*

REVERSED FRAMES on floors and frames extend from *middle line to upper main deck alternately; double in 2 x B. space*

MASTS, SPARS, &c.

| LOWER MASTS..... | Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETING. | |
|------------------|--------------|---------------|-------------------------|----------------------|----------------------|-----------------|-------------------------|----------|----------|---------------|----------------------------|
| | | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | Seams. | Butts. |
| Fore..... | <i>Steel</i> | <i>87' 4"</i> | <i>23 1/2 x 3/8</i> | <i>18 1/2 x 5/16</i> | <i>19 1/2 x 5/16</i> | <i>17 x 3/8</i> | <i>2</i> | <i>✓</i> | <i>✓</i> | <i>Single</i> | <i>Treble & Double</i> |
| Main..... | <i>Do</i> | <i>80' 3"</i> | <i>20 x 5/16</i> | <i>18 x 5/16</i> | <i>19 x 5/16</i> | <i>17 x 3/8</i> | <i>2</i> | <i>✓</i> | <i>✓</i> | <i>Single</i> | <i>Treble & Double</i> |
| Mizen..... | <i>Do</i> | <i>80' 3"</i> | <i>20 x 5/16</i> | <i>18 x 5/16</i> | <i>19 x 5/16</i> | <i>17 x 3/8</i> | <i>2</i> | <i>✓</i> | <i>✓</i> | <i>Single</i> | <i>Treble & Double</i> |

Bowsprit *Wood*

Topmasts, Yards and Remainder of Spars *Wood*

Rigging, Material and Size, Shrouds *Steel Wire 3 1/2*

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

EQUIPMENT No. *392235* LETTER *W* TONNAGE FOR TRAWLERS *U.D.K.*

ANCHORS.

| Number of Certificate. | Anchors. | WEIGHT, EX STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | |
|------------------------|--------------------------|-------------------|----------|-----------|------------------|-----------|-----------|------------------------|-----------|----------|------------------------|-----------|---|----------|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | | | | lbs. |
| <i>20639</i> | <i>1st Bower</i> | <i>40</i> | <i>3</i> | <i>0</i> | <i>10</i> | <i>0</i> | <i>14</i> | <i>36</i> | <i>6</i> | <i>1</i> | <i>0</i> | <i>40</i> | <i>0</i> | <i>0</i> |
| <i>21460</i> | <i>2nd "</i> | <i>38</i> | <i>2</i> | <i>21</i> | <i>9</i> | <i>3</i> | <i>14</i> | <i>34</i> | <i>17</i> | <i>3</i> | <i>7</i> | <i>40</i> | <i>0</i> | <i>0</i> |
| <i>21463</i> | <i>3rd "</i> | <i>34</i> | <i>1</i> | <i>21</i> | <i>8</i> | <i>2</i> | <i>0</i> | <i>31</i> | <i>18</i> | <i>0</i> | <i>14</i> | <i>34</i> | <i>0</i> | <i>0</i> |
| | <i>Collective weight</i> | <i>112</i> | <i>3</i> | <i>14</i> | | | | <i>114</i> | <i>0</i> | <i>0</i> | | | | |
| <i>20918</i> | <i>Stream</i> | <i>12</i> | <i>1</i> | <i>7</i> | <i>3</i> | <i>0</i> | <i>0</i> | <i>14</i> | <i>1</i> | <i>3</i> | <i>14</i> | <i>12</i> | <i>0</i> | <i>0</i> |
| <i>43781</i> | <i>Kedge</i> | <i>6</i> | <i>0</i> | <i>1</i> | <i>1</i> | <i>11</i> | <i>8</i> | <i>7</i> | <i>2</i> | <i>0</i> | <i>6</i> | <i>0</i> | <i>0</i> | <i>0</i> |
| <i>42992</i> | <i>Do</i> | <i>5</i> | <i>3</i> | <i>21</i> | <i>1</i> | <i>2</i> | <i>15</i> | <i>8</i> | <i>5</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> |

CHAIN CABLES.

| Number of Certificate. | Fathoms. | Size. | TEST PER CERTIFICATE. | | WEIGHT OF CHAIN CABLE. | | Description. | Makers of Cables. | When and where tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Trawl. | Fathoms and Size Per Table 22. |
|------------------------|------------|--------------|-----------------------|-----------------|------------------------|-------------------|-------------------------------------|-------------------|--|----------------|------------|--------------|------------------------------------|--------------------------------|
| | | | Tons. | Supplied. | Per Table 22. | Per Table 22. | | | | | | | | |
| <i>20221</i> | <i>135</i> | <i>2 1/2</i> | <i>107 1/2</i> | <i>288.2.6</i> | <i>270</i> | <i>Steel</i> | <i>H.P. Parkes & Co. Ltd.</i> | <i>29 Aug. 00</i> | <i>C.L. Pennington</i> | <i>TOWLINE</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| <i>20222</i> | <i>135</i> | <i>2 1/2</i> | <i>107 1/2</i> | <i>287.1.0</i> | <i>270</i> | <i>Link</i> | <i>Do</i> | <i>Do</i> | <i>Do</i> | <i>HAWSER</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| | <i>270</i> | | <i>575.3.5</i> | <i>573.2.14</i> | | | | | | <i>WARP</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| | <i>90</i> | <i>4 1/2</i> | <i>39</i> | | <i>90 - 4 1/2</i> | <i>Steel Wire</i> | <i>R. L. Newall & Co. (Ld.)</i> | <i>18 Nov. 00</i> | <i>Do</i> | <i>Do</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |

HAWSERS AND WARPS.

| Number of Certificate. | Fathoms. | Size. | TEST PER CERTIFICATE. | | WEIGHT OF CHAIN CABLE. | | Description. | Makers of Cables. | When and where tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Trawl. | Fathoms and Size Per Table 22. |
|------------------------|------------|--------------|-----------------------|-----------------|------------------------|-------------------|-------------------------------------|-------------------|--|----------------|------------|--------------|------------------------------------|--------------------------------|
| | | | Tons. | Supplied. | Per Table 22. | Per Table 22. | | | | | | | | |
| <i>20221</i> | <i>135</i> | <i>2 1/2</i> | <i>107 1/2</i> | <i>288.2.6</i> | <i>270</i> | <i>Steel</i> | <i>H.P. Parkes & Co. Ltd.</i> | <i>29 Aug. 00</i> | <i>C.L. Pennington</i> | <i>TOWLINE</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| <i>20222</i> | <i>135</i> | <i>2 1/2</i> | <i>107 1/2</i> | <i>287.1.0</i> | <i>270</i> | <i>Link</i> | <i>Do</i> | <i>Do</i> | <i>Do</i> | <i>HAWSER</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| | <i>270</i> | | <i>575.3.5</i> | <i>573.2.14</i> | | | | | | <i>WARP</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |
| | <i>90</i> | <i>4 1/2</i> | <i>39</i> | | <i>90 - 4 1/2</i> | <i>Steel Wire</i> | <i>R. L. Newall & Co. (Ld.)</i> | <i>18 Nov. 00</i> | <i>Do</i> | <i>Do</i> | <i>120</i> | <i>4 1/2</i> | <i>39</i> | <i>120 - 4 1/2</i> |

Boats *6 in number*

Pumps, Number *8* Diameter of Barrel *7 1/2* State whether they are in efficient working order *Yes*

Windlass is *Clark, Chapman & Co. Iron Patent* Capstan *None*

Engine Room Skylights. How constructed? *Steel with bullseyes in cover, bolted to iron casing 7 ft. above bridge deck.*

What arrangements for deadlights in bad weather? *Janpanulins*

Coal Bunker Openings. How constructed? *Steel coverings* How are lids secured? *latches bottom down* Height above deck? *15' above bridge deck.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *each side 7 scuppers & 7 ports 4' 11" x 2' 0"*

Ceiling in Holds, thickness and material *2 1/2 pitch pine* Ceiling 'tween Decks, thickness and material *White Pine 2"*

Cargo Hatchways. How formed? *Steel Coamings* Hatches. If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *18' x 14'* No. 2 Hatch *24' x 16'* No. 3 Hatch *10' x 12'* No. 4 Hatch *24' x 16'*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 has 1 deep web & 3 iron fore & afters; No. 2 has 3 iron fore & afters.*

Bulwarks, height above deck and description *4' 6" of 3/4" steel* No. of Breasthooks *7* No. of Crutches *3*

Main Rail, material and size *Channel 9 x 3 x 3/8*

The above a correct description. *Ramage & Ferguson Ltd.* Surveyor's Signature *H. Paulsen*

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)

1899: - 18th Sept. 4th Oct. 21st Oct. 11th 19th 29th Dec. 1900: 29th Jan. 17th Nov. 13th Dec. 29th Dec.

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 *They are watertight*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes* State results of tests *They are watertight*

General Remarks (State quality of workmanship, &c.)

Material & Workmanship Good

This vessel is built in accordance with the approved plan of Midship section forwarded to the Secretary on the 31st Decr. 1900 and in conformity with the Rules

The reduction in thickness of outside plating in range of double bottom allowed by per. 41, section 24 of the Rules has not been applied.

The vessel is not of full form at the forepart.

Approved plans of Profile, Masts, Rigging, Engine & Boiler Openings, Pumping Arrangement and 3 forging Reports are hereto attached.

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

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop *43* ft., R.Q.D. or Break *—* ft., Bridge Dk. *100* ft., F'castle *44* 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) *2 SKs (1 Steel & Upper Iron) & deep framing*

Official No. *—*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Portland Cement & 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. Feet. | Water Capacity. Tons. | Where fitted. | Length. Feet. | Water Capacity. Tons. |
|--|---------------|-----------------------|--|---------------|-----------------------|
| | | | | | |
| Double bottom, aft, | <i>132</i> | <i>321</i> | Fore peak tank, | <i>21</i> | <i>83</i> |
| Double bottom, under Engines and Boilers, <i>Yes, but arranged for W.B. under Engines only</i> | | | After peak tank, | <i>10</i> | <i>33</i> |
| Double bottom, if under Engines only, | <i>22</i> | <i>79</i> | Midship deep tank, | | |
| Double bottom, if under Boilers only, | | | Other tanks, if fitted, | | |
| Double bottom, forward, | <i>154</i> | <i>406</i> | (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. *754*

Date *28th Sept. 1899*

No. *174* in builder's yard

Dates of Surveys held while building

1899: - Octbr. 10. 24, Novbr. 10. 23. 25. 30, Decbr. 6. 12. 19. 21. 23. 28. -

1900: - Jan. 10. 13. 15. 19. 22. 27. 29, Feb. 2. 7. 9. 20. 22, March 1. 2. 3. 14. 21. 29, April 2. 4. 6. 9. 11. 17. 20. 30, May 4. 7. 11. 14. 15. 18. 22. 25, June 1. 6. 25. 28, July 4. 5. 6. 11. 18, Aug. 2. 8. 14. 16. 23. 28, Septbr. 4. 5. 13. 20. 26. 27, Octbr. 2. 4. 11. 12. 13. 17. 20. 22. 25. 29. 31, Novbr. 2. 3. 7. 8. 9. 13. 14. 16. 20. 22. 28. 30, Decbr. 4. 7. 13. 15. 18. 20. 24. 27. 28. 29. 31.

Total No. of Visits *101*

The amount of Entry Fee *£ 5 : 0 : 0* Fees applied for, *3rd Jan. 18 1901*

Special *£ 123 : 16 : 0* Received by me, *5.11.01*

Certificate *£ : : :* 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*

Without Freeboard, as condition of Class

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

Committee's Minute *TUES. 8 JAN 1901*

Character assigned *Lloyd's A1 Steel*

+ LMC 12.00

Ameyfire

Surveyor's Signature *H. Paulsen*

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