

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

IRON OR STEEL STEAMER.

Received at London Office.

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

Date of completion of Report *6th October 1896* Port of *Middlesbro - on - Tees*
Date, First Survey *20th April* Last Survey *26th September 1896*
Thornaby - on - Tees *Collingwood* *Yard No 481* Rig *Schooner*

No. *1886* Survey held at *Thornaby - on - Tees*
On the *Screw Steamer*

TONNAGE under } *2245.62*
Tonnage Deck... }
Do. of Poop *61.54*
Do. of Raised Or. }
Do. of Bridge House }
Do. of Forecastle *34.03*
Do. of Houses on Deck *26.13*
Do. of excess of Hatchways *29.52*
Do. above Crown of }
Engine Room... }
Gross Tonnage *2396.84*
Less Crew Space *66.51*
Less above Crown of }
Engine Room... }
TONNAGE FOR FEES *2330.36*

ONE OR TWO DECKED VESSEL.

CLASS *100 A Steel*

Master *Aikman*

Year of appointment *1896*

Built at *Thornaby - on - Tees*

When built *1896* Launched *8-9-96*

By whom built *Richardson Duck & Co*

Owners *S.S. Camperdown Co (Ld.)*

Managers *E. Myle*

Residence *London*

Port belonging to *London*

Destined Voyage *Cardiff to Load* If Surveyed while Building *Asfloat, or in Dry Dock* *Yes*

On Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid
Rule	<i>308</i>	<i>2 1/2</i>	Moulded	<i>43</i>	<i>1 9/16</i>	Top of Floor to Main Deck	<i>20</i>	<i>4 1/2</i>	Engines	<i>245</i>	No. of Tiers of Beams <i>Two</i>

Dimensions of Ship per Register, Length, *310* breadth, *44* depth, *20.4* Moulded Depth, ft. *22* ins. *10 1/2* Round of Beam *10 1/2* inches.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	16ths on 20ths in Ship.	Inches per Rule Or as Approved.	16ths on 20ths in Ship.		Inches in Ship.	Inches in Ship.	16ths on 20ths in Ship.	Inches per Rule Or as Approved.	16ths on 20ths in Ship.
IE, Angles, <i>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>5 1/2</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates depth and thickness	<i>10 1/2 x 2 3/4</i>	<i>10 1/2 x 2 3/4</i>	<i>10 1/2</i>	<i>2 3/4</i>	<i>10 1/2</i>
for $\frac{1}{2}$ at each end	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>5 1/2</i>	<i>3 1/2</i>	STEM, moulding and thickness	<i>11 x 6</i>	<i>11 x 6</i>	<i>11</i>	<i>6</i>	<i>11</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	STERN-POST for Rudder do. do.	<i>11 x 6</i>	<i>11 x 6</i>	<i>11</i>	<i>6</i>	<i>11</i>
" " at intermdt. Bkts.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" for Propeller	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
Distance of Frames from moulding edge to building edge, all fore and aft	<i>24</i>	<i>—</i>	<i>24</i>	<i>—</i>	<i>—</i>	MAIN PIECE of Rudder, diameter at head	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
PERSED FRAME, Angles	<i>4</i>	<i>3 1/2</i>	<i>8</i>	<i>4</i>	<i>3 1/2</i>	RUDDER, how constructed <i>Iron forging. Plated in usual way</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Can the Rudder be unshipped afloat? <i>Yes</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>						
FRAMING, depth of girder	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	KEELSONS AND STRINGERS.					
DRS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
in way of Engines and Boilers	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Rider Plate	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
thickness at the ends of vessel	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Bulb Plate to Intercoastal Keelson	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Horizontal Plates on Floors	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
height extended at the Bilges	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Angles	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
ORS & BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>—</i>	<i>7</i>	<i>40</i>	<i>7</i>	SIDE KEELSON, Angles	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Distance apart	<i>24</i>	<i>—</i>	<i>24</i>	<i>—</i>	<i>—</i>	" Bulb or Plate above floors for lng.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
TRE GIRDER, in Double Bottom, depth and thickness	<i>40</i>	<i>—</i>	<i>10</i>	<i>40</i>	<i>10</i>	" Intercoastal Plate for length	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>9</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Bottom	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>6 1/2</i>	<i>4</i>	BILGE KEELSON, Angles	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
E GIRDERS, number and thickness	<i>One</i>	<i>—</i>	<i>7</i>	<i>—</i>	<i>7</i>	" Bulb or Plate above floors for len.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Intercoastal Plate for length	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
GIN PLATE, depth (exclusive of flange) and thickness	<i>32</i>	<i>—</i>	<i>8</i>	<i>32</i>	<i>8</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE STRINGER Angles	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>6 1/2</i>	<i>4</i>
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>53</i>	<i>—</i>	<i>9</i>	<i>53</i>	<i>9</i>	" Bulb Plate for whole length	<i>10 1/2</i>	<i>—</i>	<i>10</i>	<i>10 1/2</i>	<i>—</i>
" thickness in Engine and Boiler space	<i>—</i>	<i>—</i>	<i>7/16</i>	<i>—</i>	<i>7/16</i>	" Intercoastal Plate for half length	<i>—</i>	<i>—</i>	<i>9</i>	<i>—</i>	<i>9</i>
" Remainder in Holds	<i>—</i>	<i>—</i>	<i>7</i>	<i>—</i>	<i>7</i>	" Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>11</i>	<i>8</i>	<i>3</i>	SIDE STRINGER Angles	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>6 1/2</i>	<i>4</i>
" Angles on Upper Edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Bulb or Intercoastal Plate for whole lng.	<i>10 1/2</i>	<i>—</i>	<i>10</i>	<i>10 1/2</i>	<i>—</i>
" Average space	<i>24</i>	<i>—</i>	<i>24</i>	<i>—</i>	<i>—</i>	" Attached to outside plating with Angle	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>44</i>	<i>12</i>	<i>44</i>	<i>12</i>	<i>—</i>
" Angles on Upper Edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>5 x 4</i>	<i>10</i>	<i>5 x 4</i>	<i>10</i>	<i>—</i>
" Average space	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Tie Plates fore & aft, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	<i>—</i>
AMS, Hold, Plate or Tee Bulb	<i>11 1/2</i>	<i>—</i>	<i>11</i>	<i>11 1/2</i>	<i>11</i>	" Diagonal Tie Plates on Bms., No. of Pairs increased <i>20</i> as <i>Plating in way of openings</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles on Upper Edge	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	" Main Dk* Iron or Steel for whole lng.	<i>—</i>	<i>—</i>	<i>766</i>	<i>—</i>	<i>766</i>
" Average space	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" R. Q. Dk* Iron or Steel for lng.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	" Wood Deck, Material & thickness <i>None</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles on Upper Edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	Lower Deck Stringer Plate, breadth and thickness	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Average space	<i>48</i>	<i>—</i>	<i>48</i>	<i>—</i>	<i>—</i>	" Angles on ditto, No.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	" Tie Plates, outside Hatchways	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Angles on Upper Edge	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Deck* Material and thickness	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Average space	<i>24</i>	<i>—</i>	<i>24</i>	<i>—</i>	<i>—</i>	Hold Stringer Plate	<i>41</i>	<i>9</i>	<i>41</i>	<i>9</i>	<i>—</i>
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2</i>	<i>—</i>	<i>8</i>	<i>8 1/2</i>	<i>8</i>	" Angles on ditto, No. <i>Three four</i>	<i>4 x 4</i>	<i>6 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>6 x 4</i>
" Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	Poop Deck Stringer Plate, breadth & thickness	<i>24</i>	<i>7</i>	<i>24</i>	<i>7</i>	<i>—</i>
" Average space	<i>48</i>	<i>—</i>	<i>48</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	<i>—</i>
LLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>	<i>as Rule</i>	<i>2 1/2</i>	<i>—</i>	<i>—</i>	" Tie Plates	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" Hold	<i>3 1/4</i>	<i>as Rule</i>	<i>3 1/4</i>	<i>—</i>	<i>—</i>	" Deck, Material and thickness <i>Yellow Pine</i>	<i>3</i>	<i>—</i>	<i>3</i>	<i>—</i>	<i>—</i>
" Quarter, 'tween Dks.	<i>2 1/2</i>	<i>as Rule</i>	<i>2 1/2</i>	<i>—</i>	<i>—</i>	Bridge Deck Stringer Plate, breadth & thickness	<i>40</i>	<i>8</i>	<i>40</i>	<i>8</i>	<i>—</i>
" in Hold	<i>3 1/4</i>	<i>as Rule</i>	<i>3 1/4</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>3 x 3</i>	<i>8</i>	<i>3 x 3</i>	<i>8</i>	<i>—</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Tie Plates	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" No. of Side Stringers	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Deck, Material and thickness <i>Iron</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>Four pairs</i>	<i>5 to 4 frame space</i>	<i>—</i>	<i>—</i>	<i>—</i>	Forecastle Deck Stringer Plate, breadth & thickness	<i>24</i>	<i>7</i>	<i>24</i>	<i>7</i>	<i>—</i>
" No. of Side Stringers	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	<i>—</i>
WEB FRAMES, In After Body, No. and Spacing	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Tie Plates	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
" No. of Side Stringers	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	" Deck, Material and thickness <i>Yellow Pine</i>	<i>3</i>	<i>—</i>	<i>3</i>	<i>—</i>	<i>—</i>
" Size of Angles or Tee Bars to Web Frames	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Diamond Shape</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>						

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. ...

Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planed or otherwise fitted? General Remarks. State quality of workmanship, etc. PARTICULARS FOR RECORD in the REGISTER BOOK. PARTICULARS OF WATER BALLAST. ...