

YACHT.

BOX CASE

1 or 2 Dks., R.Q. 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 *29 July 1903*

Received at London Office

TUES. 1 SEP 1903

Port of *Glasgow*Last Survey *22nd August 1903*Rig *Schooner*Master *M. Macdonald*Year of appointment *(1) As master in service of owner of present vessel: 1903*
*(2) As master of the vessel: 1903*Built at *Glasgow*When built *1903* Launched *27th May 1903*By whom built *J.W. Henderson & Co. Ltd.*Owners *Andrew Coats, Esq.*Managers *-*

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

Residence *Ferguslie House, Paisley*Port belonging to *Glasgow*Survey held at *Glasgow*
On the *Steel Liner Screw Yacht*

TONNAGE under

Tonnage Deck *287.76*Do. of Poop *72.62*Do. of Raised Qr. *✓*Do. of Break. *✓*Do. of Bridge House *✓*Do. of Forecastle *Side Hb.*Do. of Houses on Deck *2.99*Do. of excess of Hatchways *37.30*Do. of Crown of *23.29*Do. of Room *23.29*Do. of new Space *424.10*Do. of Crown of *26.66*Do. of Room *23.29*Do. of GE FOR FEES *374.21*Do. of Engine Room *221.73*Do. of Navigation Spaces *8.64*Do. of Tonnage *167.13*Do. of Beam *167.13*

ONE OR TWO DECKED VESSEL.

CLASS *A.1.*Half Breadth (moulded) *12.75*Depth from upper part of Keel to top of Main Deck Bms. *13.80*Girth of Half Midship Frame (as per Rule) *22.80*1st Number *49.35*Length on deck from after part of stem to fore part of stern post *153.7*2nd Number *75.85*Proportions—Breadths to Length *6.02*Depths to Length—Main Deck to top of Keel *11.14*Destined Voyage *Cornwall* If Surveyed while Building, Afloat, or in Dry Dock *While Building*

on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
	153	9	Moulded	25	6	Top of Floors to top of Main Deck Beams	12	8	One
									No. of Tiers of Beams <i>One</i>

of Ship per Register, Length, *161.3* breadth, *25.55* depth, *12.6* Moulded Depth, *13* ft. *3* ins. Round of Beam, Actual *9.2* ins.

FRAMING.						FORGINGS AND CASTINGS.						Inches in Ship.						Inches per Rule Or as Approved.					
Angles, E or L Bars, for $\frac{1}{2}$ length amidships	3	2 3/4	6	3	2 3/4	6	KEEL, Bar or Side Plates depth and thickness	6 1/2	1 3/4	6 1/2	1 3/4	6 1/2	1 3/4	6 1/2	1 3/4	6 1/2	1 3/4	6 1/2	1 3/4				
at each end	3	2 3/4	5	3	2 3/4	5	STEM, moulding and thickness	80.		80.		80.		80.		80.		80.					
of Double Bottoms at Solid Floors							STERN-POST for Rudder do. do.	6 1/2	2 3/4	6 1/2	2 3/4	6 1/2	2 3/4	6 1/2	2 3/4	6 1/2	2 3/4	6 1/2	2 3/4				
" at intermediate Plats.							" for Propeller	80.		80.		80.		80.		80.		80.					
Frames from centre to centre	22			22			MAIN PIECE of Rudder, diameter at head	5 1/4		5 1/4		5 1/4		5 1/4		5 1/4		5 1/4					
							do. at heel	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2	4				
ED FRAME, Angles	3	2 1/2	5	3	2 1/2	5	RUDDER, how constructed	Simple Plate. Arms forged to main piece															
FRAMING, depth of girder	3	2 1/2	5	3	2 1/2	5	Can the Rudder be unshipped afloat?	Yes.															
depth and thickness of Floor Plate	16	X	5	16	X	5	KEELSONS AND STRINGERS.																
at mid-line for $\frac{1}{2}$ length amidships							CENTRE LINE KEELSON, Vertical Plate above	10 1/2	X	8	10 1/2	X	8	10 1/2	X	8	10 1/2	X	8				
way of Engines and Boilers							floors, Through Plate, or Intercoastal Plate	7	X	8	7	X	8	7	X	8	7	X	8				
thickness at the ends of vessel	8						" Rider Plate																
at $\frac{1}{2}$ the half breadth, as per Rule	38						" Bulb Plate to Intercoastal Keelson																
Height extended at the Bilges							" Horizontal Plates on Floors																
BRACKETS, in Cell Dble Bottom							" Angles	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6				
" state if flanged (top & bottom)							SIDE KEELSON, Angles	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6				
" Spacing							" Bulb or Plate above floors for																
GIRDER, in Double Bottom, depth							Intercoastal Plate for $\frac{1}{2}$ length																
and thickness							" Attached to outside plating with Angle	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6				
" Angles, Top							BILGE KEELSON, Angles	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6	3 1/2	3	6				
" Bottom							" Bulb or Plate above floors for																
RIDERS, number on each side & thickness							Intercoastal Plate for																
" state if flanged (top & bottom)							length																
Angles							" Attached to outside plating with Angle																
PLATE, depth (exclusive of flange)							BILGE STRINGER Angles																
and thickness							" Bulb Plate for																
Angles to Outside Plating							Intercoastal Plate for																
" Floors							length																
Height of Floors at the Bilges							" Attached to outside plating with Angle																
BOTTOM PLATING, breadth and							SIDE STRINGER Angles in E & B space	3	3	6	3	3	6	3	3	6	3	3	6				
thickness of Middle Line Strake							" Bulb or Intercoastal Plate for full lng.	2 1/2	X	6	2 1/2	X	6	2 1/2	X	6	2 1/2	X	6				
thickness in Engine and Boiler space							" Attached to outside plating with Angle	3	3	6	3	3	6	3	3	6	3	3	6				
" Remainder in Holds							Main and Raised Quarter Deck Stringer	28	7	28	7	28	7	28	7	28	7	28	7				
Main and Raised Quarter Deck,							Plate, breadth and thickness	3 1/2	X	3	6	3 1/2	X	3	6	3 1/2	X	3	6				
Angle, Bulb Angle, Plate or Tee Bulb	6	4 1/2	6	6	4 1/2	6	" Angle on ditto	7	5	7	5	7	5	7	5	7	5	7	5				
Plate on Upper Edge							" Tie Plates, outside Hatchways																
spacing							" Diagonal Tie Plates on Bms, No. of Pairs																
Lower Deck, Single Angle, Bulb	5 1/2	3	6	5 1/2	3	6	" Main Dk* Iron or Steel for																
angle, Plate or Tee Bulb							R. Q. Dk* Iron or Steel for																
angle on Upper Edge							Wood Deck, Material & thickness	3" Y.P.	2 1/2	6	2 1/2	6	3	3	6	3	3	6	3				
spacing							Lower Deck Stringer Plate, breadth and	21	6	21	6	21	6	21	6	21	6	21	6				
old, Plate or Tee Bulb							thickness																
angles on Upper Edge							" Angles on ditto, No.	(2)	3	X	3	6	3	X	3	6	3	X	3				
spacing							" Tie Plates, outside Hatchways	6	5	6	5	6	5	6	5	6	5	6	5				
oop Deck, Angle, Bulb Angle, Plate	4 1/2	3	6	4 1/2	3	6	" Deck* Material and thickness	Y.P.	2		2		2		2		2		2				
angle, Plate or Tee Bulb							Hold Stringer Plate																
angle on Upper Edge							" Angles on ditto, No.																
spacing							Poop Deck Stringer Plate, breadth & thickness	18	5	18	5	18	5	18	5	18	5	18	5				
edge on Pt. Awng. Deck, Angle							" Angle on ditto	6	X	3	6	6	X	3	6	6	6	X	3				
Bulb Angle Plate, or Tee Bulb							" Tie Plates	6	5	6	5	6	5	6	5	6	5	6	5				
angles on Upper Edge							" Deck, Material and thickness	Y.P.	2 1/4		2 1/4		2 1/4		2 1/4		2 1/4		2 1/4				
spacing							Bridge or Pt. Awng. Deck Stringer Plate																
orecastle Deck, Angle, Bulb Angle	4 1/2	3	6	4 1/2	3	6	breadth and thickness																
Plate or Tee Bulb							" Angle on ditto																
angle on Upper Edge							" Tie Plates																
spacing							" Deck, Material and thickness																
In 'tween Decks, Size and Spacing	3 X 1/2	tubes	44	3 X 3/4	tubes	44	Forecastle Deck Stringer Plate, brdth & thcknss	12	5	12	5	12	5	12	5	12	5	12	5				
" Hold	3 X 1/4	plates	44	3 X 1/2	plates	44	" Angle on ditto	6	X	3	6	6	X	3	6	6	6	X	3				
" Quarter, 'tween Dks.							" Tie Plates	6	5	6	5	6	5	6	5	6	5	6	5				
" in Hold							" Deck, Material and thickness	Y.P.	2 1/4		2 1/4		2 1/4		2 1/4		2 1/4		2 1/4				
AMES, In Fore Body, No. and Spacing							* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.																
" Brdth. & Thickness							BULKHEADS.																
No. of Side Stringers							In Vessel.	Number.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.									
AMES, In E. & B. Space, No. & Spacing							Size.	Spacing.	Size.	Spacing.	Size.	Spacing.	Size.	Spacing.									
" Brdth. & Thickness							Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.									
AMES, In After Body, No. and Spacing							W.T. BULKHEADS	4	4	5	3 X 2 1/4 X 70	48	3 X 2 1/4 X 70	30	Hble. Decks.								
" Brdth. & Thickness							PARTITION																
" No. of Side Stringers							LONGITUDINAL																
" Size of Angles or Tee Bars to Web Frames																							
BRACKET PLATES to Stringers between																							
Web Frames, Depth and Thickness																							

TUES. 1 SEP 1903

PLATING.										RIVETING.																																																			
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																														
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		STRAIPS.		IF LAPPED.																																											
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.																																										
30	7	8	8	30	7	8	8	30	7	8	8	30	7	8	8	30	7	8	8																																										
42	8	7	7	42	8	7	7	42	8	7	7	42	8	7	7	42	8	7	7																																										
DOUBLING OF PLATE KEEL										DOUBLING OF PLATE KEEL																																																			
Length and thickness of Sheerstrakes										Length and thickness of Sheerstrakes																																																			
Length and thickness of Strake below										Length and thickness of Strake below																																																			
POOP SIDES										POOP SIDES																																																			
RAISED QUARTER DECK SIDES										RAISED QUARTER DECK SIDES																																																			
FORECASTLE SIDES										FORECASTLE SIDES																																																			
LENGTHS OF PLATING										LENGTHS OF PLATING																																																			
<p>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. <i>Simms Martin & Co. Ltd.</i></p> <p>Has the Steel been tested as required by the Rules <i>Yes.</i></p> <p>FRAMES extend in one length from <i>Keel</i> to <i>main poop & forecastle decks</i> state if ordinary or joggled <i>ordinary.</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>centre line to main deck for half</i> state if ordinary or joggled <i>go.</i></p> <p>Length amidships, and to cabin and main decks alternately at ends</p>																																																													
<p>MASTS, SPARS, &C.</p> <p>LOWER MASTS: Fore <i>Pitch Pine Poles.</i> Main <i>Pitch Pine Poles.</i> Mizzen <i>Pitch Pine Poles.</i></p> <p>Bowsprit <i>P.P.</i></p> <p>Topmasts, Yards and Remainder of Spars <i>Steel Wire 2"</i></p> <p>Rigging, Material and Size, Shrouds <i>Steel Wire 2"</i></p> <p>Sails <i>One Suit of fore and aft</i></p> <p>Tonnage U.D.K. or Plating No. for Trawlers <i>✓</i></p>																																																													
<p>EQUIPMENT NO. <i>8533</i> Letter <i>✓</i></p> <p>ANCHORS.</p> <table border="1"> <thead> <tr> <th>Number of Certificate.</th> <th>Weight, Ex. Stock.</th> <th>Weight, Per Certificate.</th> <th>Test, Per Certificate.</th> <th>Description of Anchor.</th> <th>Makers.</th> <th>Where and when tested and Superintendent.</th> </tr> </thead> <tbody> <tr> <td>49073</td> <td>1st Bower</td> <td>8 3 22</td> <td>2 1 2</td> <td>11 2 2 0</td> <td>9 0 0</td> <td>Thomas & Nicholson</td> </tr> <tr> <td>49074</td> <td>2nd "</td> <td>8 1 25</td> <td>2 0 18</td> <td>10 12 2 0</td> <td>8 1 0</td> <td>Go.</td> </tr> <tr> <td>49113</td> <td>3rd "</td> <td>7 2 9</td> <td>2 0 2</td> <td>9 15 3 21</td> <td>7 2 0</td> <td>Go.</td> </tr> <tr> <td>49112</td> <td>Stream</td> <td>2 3 1</td> <td>0 2 23</td> <td>5 7 2 0</td> <td>2 3 0</td> <td>Go.</td> </tr> <tr> <td></td> <td>Kedge</td> <td>1 0 0</td> <td>0 1 2</td> <td>1 0 0</td> <td>1 0 0</td> <td>Go.</td> </tr> </tbody> </table>																				Number of Certificate.	Weight, Ex. Stock.	Weight, Per Certificate.	Test, Per Certificate.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	49073	1st Bower	8 3 22	2 1 2	11 2 2 0	9 0 0	Thomas & Nicholson	49074	2nd "	8 1 25	2 0 18	10 12 2 0	8 1 0	Go.	49113	3rd "	7 2 9	2 0 2	9 15 3 21	7 2 0	Go.	49112	Stream	2 3 1	0 2 23	5 7 2 0	2 3 0	Go.		Kedge	1 0 0	0 1 2	1 0 0	1 0 0	Go.
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<p>Boats <i>6 boats</i></p> <p>Pumps, Number <i>four</i> Diameter of Barrel <i>5"</i> State whether they are in efficient working order <i>yes.</i></p> <p>Windlass is <i>Rich & Sons steam & hand geared</i> Capstan <i>2 steam forward & aft</i></p> <p>Engine Room Skylights—How constructed? <i>Leak skylights on steel casings</i></p> <p>What arrangements for deadlights in bad weather? <i>Glass shutters with brass fastenings</i></p> <p>Coal Bunker Openings—How constructed? <i>Iron deck cutters</i> How are lids secured? <i>beyond joint</i> Height above deck? <i>flush</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>Scuppers on each side and 2 freeing ports</i></p> <p>Ceiling in Holds, thickness and material <i>1/2" P.P.</i> Cargo Battens, thickness and material <i>✓</i></p> <p>Cargo Hatchways—How formed? <i>✓</i> Hatches—If strong and efficient? <i>✓</i></p> <p>State size No. 1 Hatch (Forward) <i>✓</i> No. 2 Hatch <i>✓</i> No. 3 Hatch <i>✓</i> No. 4 Hatch <i>✓</i></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>✓</i></p> <p>No. of Breasthooks <i>3</i> No. of Crutches <i>deep floors</i></p> <p>Bulwarks, height above deck and description <i>Steel 46" high</i> <i>Leak. Main Rail and Stays, material and size alternate frames.</i></p> <p>The above is a correct description.</p> <p>Builder's Signature <i>Wm. J. Anderson</i> Surveyor's Signature <i>R. Wright</i> Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																													

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

M. 22nd Nov. 1902. M. 17th Jan. 1903. M. 20th Feb. 1903. E. 20th March 1903.

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

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 facing 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)? *✓* State results of tests *✓*

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.)

This vessel is a steel twin screw Yacht, having erections consisting of a long poop and forecastle. The framing and shell plating are done out aft to receive the propeller shafts. The workmanship throughout is very good. She has been built in accordance with the approved plans, the Secretary's letters of above dates and in general conformity with the Yacht Rules for the class contemplated.

Note This vessel has an electric light installation

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *60* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *✓* ft., F'castle *30* 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) *196.*

Official No. *✓*; Signal Letters *✓* State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Paint & 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.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted,		

* 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

Order for Special Survey No. *749*

Date *7.2.03*

No. *435* in builder's yard

DATE OF SURVEYS held while building

1903: Jan 28 Feb 2, 3, 9, 11, 16, 23, 25 Mar 2, 5, 9, 12, 16, 19, 20, 24 Apr 2, 6, 8, 11, 16, 17, 20, 24, 29 May 4, 6, 10, 13, 18, 25, 26, 29 June 2, 8, 10, 12, 16, 19, 24, 26 July 29 August 2, 6, 17, 22

Total No. of Visits *48*

The amount of Entry Fee *£ 31.81* 1903

Special *£ 20* 11

Travelling Expenses, if any *£ 4.19* 03

State whether the Vessel has been built under Special Survey *Yes.*

I am of opinion this Vessel should be Classed *+ 100 A. 2 in the Yacht Register*

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

Certificate to be sent to *Glasgow*

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

Committee's Minute *Glasgow 31 AUG 1903*

Character assigned *+ 100 A. 2 (Steel) in Yacht Register, Lloyd's R. & F. S.*

When fee is paid *6.3.6*

BULL CERTIFICATE WRITTEN *3.9.03*