

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

THEMSTON IRON OR STEEL STEAMER.

No. 21717

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *22nd April 1904*
Date, First Survey *3rd July 03*

Received at London Office *TUES. 29 APR 1904*
Port of *Glasgow*
Last Survey *15th April 1904*
Rig *3 Mast Schooner*

Survey held at *Paisley*
On the *Steel Screw Steamer "DUBLIN"*

TONNAGE under Tonnage Deck... *499.76*
Do. of Poop...
Do. of Raised Qr. *114.38*
Do. or Break...
Do. of Bridge House... *18.80*
Do. of Forecastle... *6.00*
Do. of Houses on Deck... *13.57*
Do. of excess of Hatchways... *37.49*
Do. above Crown of... *36.75*
Engine Room... *726.75*
Gross Tonnage... *56.55*
Less Crew Space... *36.75*
Less above Crown of...
Engine Room...
TONNAGE FOR FEES... *633.45*
Less Engine Room... *371.86*
Less Navigation Spaces... *26.71*

Register Tonnage *271.63*
as cut on Beam...

ONE OR TWO DECKED VESSEL.
CLASS *+ 100A1 "Well Deck"*

Half Breadth (moulded) *14.50*
Depth from upper part of Keel to top of Main Deck Bms. *14.58*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *26.75*
1st Number *55.83*
Length on deck from after part of stem to fore part of stern post *198.79*
2nd Number *11099*
Proportions—Breadths to Length... *6.85*
Depths to Length—Main Deck to top of Keel... *13.63*

Master *Harrison*
Year of appointment *(1) As master in service of owner of present vessel:—1904*
(2) As master of this vessel:—1904

Built at *Paisley*
When built *1904* Launched *17th Feb 1904*
By whom built *Messrs J. Fullerton & Co*
Owners *Leicester & Co. Cork*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Dublin*
Port belonging to *Dublin*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule... *198* *9 1/2*
Feet. Inches.
BREADTH—Moulded... *29* *0*
Feet. Inches.
DEPTH, ACTUAL—Top of Deck to top of Main Deck Beams... *11* *6 1/2*
Feet. Inches.
No. of Decks with Flat and No. of Tiers of Beams *One*

Dimensions of Ship per Register, Length, *200* breadth, *29* depth, *11.3* Moulded Depth, *14* ft. *0* ins. Round of Beam, Actual *7* ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>1 1/2</i> or <i>2</i> Base, for $\frac{1}{2}$ length amidships <i>In machinery space</i>	<i>3 1/2</i>	<i>3</i>	<i>7</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>
Do. for $\frac{1}{2}$ at each end <i>for Fore Beam</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>	STEM, moulding and thickness	<i>7 x 2 3/8</i>	<i>7 x 2 3/8</i>	<i>7 x 2 3/8</i>
Do. in way of Double Bottoms at Solid Floors	<i>4 1/2</i>	<i>3</i>	<i>9</i>	STERN-POST for Rudder do. do.	<i>7 x 4 3/8</i>	<i>7 x 4 3/8</i>	<i>7 x 4 3/8</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3</i>	<i>7.6</i>	MAIN PIECE of Rudder, diameter at head...	<i>5 3/4</i>	<i>4 3/4</i>	<i>4 3/4</i>
Spacing of Frames from centre to centre	<i>22</i>		<i>22</i>	RUDDER, how constructed <i>Wrought Iron Built Frame Single Plate</i>			
REVERSED FRAME, Angles	<i>3</i>	<i>2 1/2</i>	<i>6</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
DEEP FRAMING, depth of girder	<i>3</i>	<i>2 1/2</i>	<i>6</i>	KEELSONS AND STRINGERS.			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>15 1/2</i>	<i>8</i>	<i>16 1/2</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>12</i>	<i>10</i>	<i>12</i>
in way of Engines and Boilers	<i>E</i>	<i>9</i>	<i>9</i>	Rider Plate	<i>10</i>	<i>10</i>	<i>10</i>
thickness at the ends of vessel	<i>7 1/2</i>	<i>7</i>	<i>7 1/2</i>	Bulb Plate to Intercoastal Keelson	<i>10</i>	<i>10</i>	<i>10</i>
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>31</i>	<i>31</i>	<i>31</i>	Horizontal Plates on Floors	<i>4</i>	<i>3 1/2</i>	<i>7</i>
height extended at the Bilges	<i>36</i>	<i>7</i>	<i>36</i>	Angles	<i>4</i>	<i>3 1/2</i>	<i>7</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>36</i>	<i>7</i>	<i>36</i>	SIDE KEELSON, Angles <i>In machinery space</i>	<i>4</i>	<i>3 1/2</i>	<i>7</i>
state if flanged (top & bottom)	<i>36</i>	<i>7</i>	<i>36</i>	Bulb or Plate above floors for lng.	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Spacing	<i>22</i>		<i>22</i>	Intercoastal Plate for <i>from 76 to 88</i> length	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>36</i>	<i>8</i>	<i>36</i>	Attached to outside plating with Angle	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	BILGE KEELSON, Angles	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	Bulb or Plate above floors for <i>76 to 102</i> lng.	<i>7</i>	<i>7</i>	<i>7</i>
SIDE GIRDERS, number on each side & thickness	<i>One</i>	<i>6</i>	<i>One</i>	Intercoastal Plate for length	<i>7</i>	<i>7</i>	<i>7</i>
state if flanged (top & bottom)	<i>3</i>	<i>2 1/2</i>	<i>7</i>	Attached to outside plating with Angle	<i>7</i>	<i>7</i>	<i>7</i>
Angles	<i>3</i>	<i>2 1/2</i>	<i>7</i>	BILGE STRINGER Angles	<i>4</i>	<i>3 1/2</i>	<i>7</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>28</i>	<i>7</i>	<i>7</i>	Bulb Plate for length	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	Intercoastal Plate for length	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	Attached to outside plating with Angle	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Height of Floors at the Bilges	<i>36</i>	<i>7</i>	<i>36</i>	SIDE STRINGER Angles	<i>4</i>	<i>3 1/2</i>	<i>7</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>51</i>	<i>8</i>	<i>8</i>	Bulb or Intercoastal Plate for lng.	<i>4</i>	<i>3 1/2</i>	<i>7</i>
thickness in Engine and Boiler space	<i>51</i>	<i>8</i>	<i>8</i>	Attached to outside plating with Angle	<i>4</i>	<i>3 1/2</i>	<i>7</i>
Remainder in Holds	<i>51</i>	<i>8</i>	<i>8</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>52 x 50</i>	<i>9</i>	<i>44</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Angle on ditto	<i>5 x 5</i>	<i>9</i>	<i>5 x 5</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>22</i>		<i>22</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Main Dk* Iron or Steel for full lng.	<i>6/16</i>		<i>6</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	R.Q. Dk* Iron or Steel for full lng.	<i>6/16</i>		<i>6</i>
Spacing	<i>22</i>		<i>22</i>	Wood Deck, Material & thickness	<i>6/16</i>		<i>6</i>
BEAMS, Hold, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Lower Deck Stringer Plate, breadth and thickness	<i>36</i>	<i>5/16</i>	<i>36</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Angles on ditto, No.	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
Spacing	<i>22</i>		<i>22</i>	Tie Plates, outside Hatchways	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Deck* Material and thickness	<i>Iron</i>	<i>5/16</i>	<i>5/16</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Hold Stringer Plate	<i>36</i>	<i>5/16</i>	<i>36</i>
Spacing	<i>22</i>		<i>22</i>	Angles on ditto, No.	<i>36</i>	<i>5/16</i>	<i>36</i>
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Poop Deck Stringer Plate, breadth & thickness	<i>18</i>	<i>5</i>	<i>18</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>5 1/2</i>	Angle on ditto	<i>3 x 2 1/2</i>	<i>5</i>	<i>3 x 2 1/2</i>
Spacing	<i>22</i>		<i>22</i>	Tie Plates	<i>12</i>	<i>5</i>	<i>12</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>6 1/2</i>	Deck, Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>
Angles on Upper Edge	<i>6 1/2</i>	<i>3</i>	<i>6 1/2</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>18</i>	<i>5</i>	<i>18</i>
Spacing	<i>22</i>		<i>22</i>	Angle on ditto	<i>3 x 2 1/2</i>	<i>5</i>	<i>3 x 2 1/2</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>	<i>44</i>	<i>44</i>	Tie Plates	<i>12</i>	<i>5</i>	<i>12</i>
Hold	<i>2 1/2</i>	<i>44</i>	<i>44</i>	Deck, Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>
Quarter, 'tween Dks.	<i>2 1/2</i>	<i>44</i>	<i>44</i>	Forecastle Deck Stringer Plate, breadth & thickness	<i>40</i>	<i>6</i>	<i>40</i>
in Hold	<i>2 1/2</i>	<i>44</i>	<i>44</i>	Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>9</i>	<i>as per profile</i>	<i>9</i>	Tie Plates	<i>54</i>	<i>5</i>	<i>54</i>
Brdth. & Thickness	<i>15</i>	<i>6</i>	<i>15</i>	Deck, Material and thickness	<i>3 1/2 x 3</i>	<i>3</i>	<i>3</i>
No. of Side Stringers	<i>One</i>	<i>15</i>	<i>6</i>	W.T. BULKHEADS	<i>4</i>	<i>3</i>	<i>4</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>4</i>	<i>as per profile</i>	<i>4</i>	Number	<i>4</i>	<i>3</i>	<i>4</i>
Brdth. & Thickness	<i>15</i>	<i>6</i>	<i>15</i>	In Vessel	<i>4</i>	<i>3</i>	<i>4</i>
WEB FRAMES, In After Body, No. and Spacing	<i>4</i>	<i>as per profile</i>	<i>4</i>	Per Rule	<i>4</i>	<i>3</i>	<i>4</i>
Brdth. & Thickness	<i>15</i>	<i>6</i>	<i>15</i>	Thickness	<i>6 x 5</i>	<i>3 1/2 x 2 1/2</i>	<i>4 1/2 x 3 1/2</i>
No. of Side Stringers	<i>Two</i>	<i>15</i>	<i>6</i>	Horizontal	<i>3 1/2 x 2 1/2</i>	<i>4 1/2 x 3 1/2</i>	<i>5 1/2 x 4 1/2</i>
Size of Angles or Tee Bars to Web Frames	<i>5</i>	<i>3</i>	<i>7</i>	Vertical	<i>3 1/2 x 2 1/2</i>	<i>4 1/2 x 3 1/2</i>	<i>5 1/2 x 4 1/2</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>5</i>	<i>3</i>	<i>7</i>	Single or Double Frames	<i>3 1/2 x 2 1/2</i>	<i>4 1/2 x 3 1/2</i>	<i>5 1/2 x 4 1/2</i>
	<i>5</i>	<i>3</i>	<i>7</i>	Height up	<i>3 1/2 x 2 1/2</i>	<i>4 1/2 x 3 1/2</i>	<i>5 1/2 x 4 1/2</i>

STRAKES.	PLATING.						RIVETING.									
	AS IN SHIP.			PER RULE OR AS APPROVED.			EDGES.					BUTTS.				
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	Ordinary or Joggled?	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble.	RIVETS.	STRAPS.	IF LAPPED.	
FLAT PLATE KEEL.....	3.5	11x10	8	9	3.3	9	Double	4.3	3.4	3.7	6.6 full L	3.8	3.8	11.4	11.4	
GABBOARD OR A STRAKE...																
State actual thickness in way of Double Bottom.	B	9	8	8	8	8	"	"	"	"	"	"	"	"	"	7.2 full
	C	9	8	8	8	8	"	"	"	"	"	"	"	"	"	"
	D	11	9	9	10	10	"	"	"	"	"	"	"	"	"	"
	E	11	9	9	10	10	"	"	"	"	"	"	"	"	"	"
	F	9	8	8	8	8	"	"	"	"	"	"	"	"	"	7.2
	G	9	8	8	8	8	"	"	"	"	"	"	"	"	"	"
Sheer	H	3.6	12	10	10	3.5	10	5.4	3.8	3.8	"	3.8	16.2	12		
	J															
	K															
	L															
	M															
	N															
	O															
	P															
DOUBLING of Flat Plate Keel																
Length and thickness of Bilges																
Length and thickness of Sheerstrake																
Length and thickness of Strake below																
POOP SIDES																
RAISED QUARTER DECK SIDES																
BRIDGE SIDES																
FORECASTLE SIDES																
LENGTHS OF PLATING																

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. *Siemens Process Lanarkshire, & Colville, Steel Co of Scotland, Beardmore, & Leith.*

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

Main Stringer Plate Butts, treble riveted for *half* length amidship. Straps, single, double or overlapped for full length amidship.

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *5/8"*

Inner Bottom Plating, riveting of Edges *5/8"* as reg'd Butts *5/8"* as reg'd

Centre Girder Butts, treble riveted. Keelson Butts, treble riveted.

Frames, riveted through Plates with *3/4"* in Rivets, about *5/4"* apart.

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *centre line* to *gunwale* in way of *5/8"* state if ordinary or joggled *Ordinary*

REVERSED FRAMES on floors and frames extend from *centre line* to *main plate* in way of *5/8"* state if ordinary or joggled *Ordinary*

in way of 700 Peak, & to hold stringer & tie alternately in way of R. & L. double across floors & to 1/2 space. R. & L. frames in hull

LOWER MARTS....	Fore	Main	Mizen	MASTS, SPARS, &c.						No. of Plates in round.	ANGLES.		RIVETING.	
				Material.	Total length.	At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
				Steel	53.5	17x7 1/2	17x7 1/2	15x4 1/2	13x2 1/2	Two			Single	5/8" below Wadding
				"	60.1	17x7 1/2	17x7 1/2	15x4 1/2	13x2 1/2					Subsidiary
				P. Pine	51.0	12"								
Bowsprit														
Topmasts, Yards and Remainder of Spars				P. Pine										
Rigging, Material and Size, Shrouds				2 1/2 gal steel wire 700 chain, 2 1/2 chain.										
Sails.				P. Pine										
				Suit of										
				Sails and the following spare sails										

Equipment No. *12183* Letter *K*

ANCHORS. Tonnage U.Dk. or Plating No. for Travers

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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
4459	1st Bower	19 0 6	19 0 6	19 0 6	19 0 6	12 19 2 21	12 19 2 21	19 0 0	19 0 0	Smith's Patent	Wattney Smith	15/1/04 Ref
4458	2nd "	19 0 0	19 0 0	19 0 0	19 0 0	12 19 2 21	12 19 2 21	19 0 0	19 0 0	"	"	"
4457	3rd "	16 1 22	16 1 22	16 1 22	16 1 22	17 16 1 0	17 16 1 0	16 1 0	16 1 0	"	"	"
25483	Stream	5 0 16	5 0 16	5 0 16	5 0 16	7 9 2 21	7 9 2 21	5 1 0	5 1 0	Hotmans	not stated	15/1/03 Ref
25482	Kedge	2 1 19	2 1 19	2 1 19	2 1 19	4 17 2 0	4 17 2 0	2 2 0	2 2 0	"	"	"

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Description.	Makers of Cables.	Where and when tested and Superintendent.	HAWERSERS AND WARPS.			
			Supplied.	Per Table 22.				Length and Size supplied.	Breaking Test of Steel Wire Towline.	Length and Size per Table 22.	
26332	210 3/4	31	462	182.3.21	182.3.21	172/04	not stated	90 3	18	90 3	
26645	3 3/4	"	"	3.1.24	"	"	"	90 6	18	90 6	
Iron Stream Chain or Steel Wire	90 3/4	22			60 3/4 gal steel	172/04	not stated	90 5	"	90 5	

Boats *Two life boats none other.*

Pumps, Number *Five* Diameter of Barrel *4 1/2* 1 1/2 State whether they are in efficient working order *yes*

Windlass is *by Clarke Chapman* Capstan is *by J. Reid Sons*

Engine Room Skylights.—How constructed? *Teak*

What arrangements for deadlights in bad weather? *Teak battens with brass guards over glass.*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *battens & cleats* Height above deck? *8' 5"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 scuppers each side in well 4 each side on R. & L. 2 1/2 x 6 1/4 each side on R. & L. 2 1/2 x 6 1/4*

Ceiling in Holds, thickness and material *P. P. 2 1/2"* Cargo Battens, thickness and material *none fitted vessel intended for coal trade*

Cargo Hatchways.—How formed? *Plates & angles* Hatches.—If strong and efficient? *3' Solid*

State size No. 1 Hatch (Forward) *38' 6" x 15' 6" x 3' 7"* No. 2 Hatch *31' 2" x 15' 6" x 2' 9"* No. 3 Hatch *✓* No. 4 Hatch *✓*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *3 Web Plates & 3 Fore & Afters in each Hatch*

No. of Breasthooks *Three* No. of Crutches *One each fore*

Bulwarks, height above deck and description *4' 3" 5" Steel Plates* Main Rail and Stays, material and size *7 x 3 1/2 x 6 R. & L. Hawsers & Plates*

The above is a correct description. *✓*

Builder's Signature (here only) *John Luccinton & Co* Surveyor's Signature *J. D. Mars*

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

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

29/5/03 10/8/03 6/6/03

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 faying surfaces? *yes*

Do any rivets break into or through the seams or butts of the plating? *a few*

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 *Satisfactory*

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.) *Workmanship good*

This vessel has been built in accordance with the approved plans, the Secretary's letters of above dates and in general conformity to the Rules for the Class contemplated.

This vessel is intended for the coal trade and no cargo battens have been fitted.

5 Plans

3 Reports on Ship Forgings

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *110.5* ft., Bridge Dk. *11.0* ft., Forecastle *34.5* 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

The R. & B. is joined to B. D.

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. 5th (Iron)*

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

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 <i>Cellular system</i>					
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	✓		Fore peak tank,	26.5	85
Double bottom, under Engines and Boilers,	✓		After peak tank,	7.5	5
Double bottom, if under Engines only,	✓		Deep tank, aft		
Double bottom, if under Boilers only,	✓		Deep tank, forward		
Double bottom, forward, (in holds)	117.33	178	Other tanks, if fitted,		
	Total capacity	178	(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 <i>yes</i>					
Order for Special Survey No. <i>3646</i>	19.03. July 3. 9. 10. 16. 24. 29. Reg'd 7. 10. 22. 31. Sept. 9. 11. 16. 22. 24. 29. Oct. 1. 6. 9. 13. 16. 20. 23. 27. 30. Nov. 3. 6. 10. 13. 16. 18. 24. 27. Dec. 1. 3. 4. 9. 16. 21. 24. 26. 30. 1904. Jan. 7. 14. 18. 22. 27. Feb. 4. 9. 12. 16. 18. 22. 26. Mar. 2. 9. 16. 18. 23. 28. 30. April 5. 7. 9. 12. 15.				
Date <i>4. 6. 03</i>	DATE OF SURVEYS held while building				
No. <i>175</i> in builder's yard.	Total No. of Visits <i>66</i>				

The amount of Entry Fee *£ 3 : : : : Fees applied for, 25 APR 1904*

Best Special *£ 31 : 13 : : Received by me, 29. 4. 04*

Travelling Expenses, if any *£ : : : : 29. 4. 04*

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be Classed *+ 100A.1 "Best" well on*

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

Surveyor to Lloyd's Register of British and Foreign Shipping. *J. D. Mars*

Committee's Minute *Glasgow 25 APR 1904*

Character assigned *+ 100A.1 (Steel) Lloyd's R. & S.*

Subject to vessel being engaged exclusively in carrying coal, ore or wood while without cargo battens.

(Full deck)

When fee is paid