

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

IRON OR STEEL STEAMER.

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

Date of completion of Report *9 November 1905*

Date, First Survey *22 October 1904*

Port of *Amsterdam*

Last Survey *2 November 1905*

Survey held at *Amsterdam*

On the *Steel screw propeller*

TONNAGE under Tonnage Deck... *209.75*

Do. of Poop... *12.55*

Do. of Raised Qr. Dk. or Break... *12.55*

Do. of Bridge House... *12.55*

Do. of Forecastle... *12.55*

Do. of Houses on Deck... *12.55*

Do. of excess of Hatchways... *12.55*

Do. above Crown of Engine Room... *12.55*

Gross Tonnage... *222.30*

Less Crew Space... *40.10*

Less above Crown of Engine Room... *40.10*

TONNAGE FOR FEES... *102.20*

Less Engine Room... *110.43*

Less Navigation Spaces... *110.43*

Register Tonnage as cut on Beam... *63.74*

ONE OR TWO DECKED VESSEL.

CLASS *100 AT*

Half Breadth (moulded) *11.0*

Depth from upper part of Keel to top of Main Deck Bms. *12.5*

Girth of Half Midship Frame (as per Rule) *19.16*

1st Number *42.66*

Length on deck from after part of stem to fore part of stern post *126.87*

2nd Number *5413*

Proportions—Breadths to Length *5.76*

Depths to Length—Main Deck to top of Keel *10.5*

Destined Voyage *North Sea*

Master *H. van Croonenburg*

Year of appointment *1905*

Built at *Amsterdam*

When built *1905* Launched *20 April*

By whom built *Med de Keersboer Maats*

Owners *Naam Van Kromwijck*

Managers *C. Planteyott Krabant*

Residence *Ymuiden*

Port belonging to *Ymuiden*

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

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>126</i>	<i>10 1/2</i>		<i>22</i>	<i>0</i>		<i>11</i>	<i>0</i>		<i>one</i>	<i>one</i>

Dimensions of Ship per Register, Length, *129.06* breadth, *22.23* depth, *8.429* Moulded Depth, *12* ft. *0* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>1 1/2</i> or <i>2</i> Bars, for $\frac{1}{2}$ length amidships						KEEL, Bar or Side Plates depth and thickness					
Do. for $\frac{1}{2}$ at each end	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	STEM, moulding and thickness	<i>7 x 1 1/8</i>	<i>4 x 1 1/8</i>	<i>7 x 1 1/8</i>	<i>4 x 1 1/8</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	STERN-POST for Rudder do. do.	<i>6 1/2 x 2 1/8</i>	<i>6 1/2 x 2 1/8</i>	<i>6 1/2 x 2 1/8</i>	<i>6 1/2 x 2 1/8</i>	
Spacing of Frames from centre to centre	<i>3</i>	<i>1 1/2</i>	<i>4</i>	<i>3</i>	<i>1 1/2</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	
REVERSED FRAME, Angles	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	do. at heel	<i>3 1/8 x 3</i>	<i>3</i>	<i>3</i>	<i>3</i>	
FRAMING, depth of girder	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	RUDDER, how constructed	<i>Single plate</i>				
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>10</i>	<i>6</i>	<i>18</i>	<i>6</i>	<i>18</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>				
thickness at the ends of vessel	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	KEELSONS AND STRINGERS.					
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	CENTRE LINE KEELSON, <i>10</i> plates above floors, Through Plate, or Intercoastal Plate	<i>10</i>	<i>9</i>	<i>10</i>	<i>9</i>	
height extended at the Bilges	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	Rider Plate	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	Bulb Plate to Intercoastal Keelson	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
state if flanged (top & bottom)	<i>not flanged</i>	<i>not flanged</i>	<i>not flanged</i>	<i>not flanged</i>	<i>not flanged</i>	Horizontal Plates on Floors	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Spacing	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	Angles	<i>4</i>	<i>3</i>	<i>8</i>	<i>4</i>	<i>3</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>48</i>	<i>8</i>	<i>48</i>	<i>8</i>	<i>48</i>	SIDE KEELSON, Angles	<i>4</i>	<i>3</i>	<i>8</i>	<i>4</i>	<i>3</i>
Angles, Top	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	Bulb or Plate above floors for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Bottom	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Intercoastal Plate for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
SIDE GIRDERS, number on each side & thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Attached to outside plating with Angle	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
state if flanged (top & bottom)	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	BILGE KEELSON, Angles	<i>5</i>	<i>4</i>	<i>8</i>	<i>5</i>	<i>4</i>
Angles	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Bulb or Plate above floors for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>21</i>	<i>6</i>	<i>21</i>	<i>6</i>	<i>21</i>	Intercoastal Plate for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles to Outside Plating	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>4</i>	Attached to outside plating with Angle	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Floors	<i>2 1/2</i>	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	<i>2 1/2</i>	BILGE STRINGER Angles	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Height of Floors at the Bilges	<i>48</i>	<i>6</i>	<i>48</i>	<i>6</i>	<i>48</i>	Bulb Plate for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>54</i>	<i>6</i>	<i>54</i>	<i>6</i>	<i>54</i>	Intercoastal Plate for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
thickness in Engine and Boiler space	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Attached to outside plating with Angle	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Remainder in Holds	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	SIDE STRINGER Angles	<i>5</i>	<i>4</i>	<i>8</i>	<i>5</i>	<i>4</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Bulb or Intercoastal Plate for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Attached to outside plating with Angle	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Spacing	<i>42</i>	<i>1</i>	<i>42</i>	<i>1</i>	<i>42</i>	Main and Raised Quarter Deck Stringer	<i>20</i>	<i>6</i>	<i>20</i>	<i>6</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	Plate, breadth and thickness	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>	
Spacing	<i>21</i>	<i>1</i>	<i>21</i>	<i>1</i>	<i>21</i>	Tie Plates, outside Hatchways	<i>8</i>	<i>6</i>	<i>8</i>	<i>6</i>	
BEAMS, Hold, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Main Dk* Iron or Steel for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	R. Q. Dk* Iron or Steel for	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Wood Deck, Material & thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Lower Deck Stringer Plate, breadth and thickness	<i>12</i>	<i>5</i>	<i>12</i>	<i>5</i>	
Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angles on ditto, No.	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>	
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Tie Plates, outside Hatchways	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Deck* Material and thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Hold Stringer Plate	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angles on ditto, No.	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Angles on Upper Edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Poop Deck Stringer Plate, breadth & thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angle on ditto	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
CLARS, In 'tween Decks, Size and Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Tie Plates	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Hold	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Deck, Material and thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Quarter, 'tween Dks., and whole practically	<i>2 1/2 x 42</i>	<i>2 1/2 x 42</i>	<i>2 1/2 x 42</i>	<i>2 1/2 x 42</i>	<i>2 1/2 x 42</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
in Hold	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angle on ditto	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
WEB FRAMES, In Fore Body, No. and Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Tie Plates	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Brdth. & Thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Deck, Material and thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
No. of Side Stringers	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Forecastle Deck Stringer Plate, brdth & thekns	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Angle on ditto	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
Brdth. & Thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Tie Plates	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
No. of Side Stringers	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Deck, Material and thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
WEB FRAMES, In After Body, No. and Spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>				
Brdth. & Thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Are the Sluice Valves and Watertight Doors in efficient working order?	<i>Yes</i>				
No. of Side Stringers	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>						
Size of Angles or Tee Bars to Web Frames	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>						

PLATING.										RIVETING.																																																																																																																																															
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																										
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Triple.		RIVETS.		STRAPS.		IF LAPPED.																																																																																																																																					
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.																																																																																																																																				
<p>FLAT PLATE KEEL (If Bar Keel, state Riveting) <i>Steel Rivets 1" diam spaced 4 1/2"</i></p> <p>GARBOARD OR A STRAKE <i>Steel 3/8" 4 6 8 4 1/2 4</i></p> <p>State actual thickness in way of Double Bottom.</p> <p>B <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>C <i>5 1/2 4 6 8 5 1/2 4</i></p> <p>D <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>E <i>5 1/2 4 6 8 5 1/2 4</i></p> <p>F <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>G <i>5 1/2 4 6 8 5 1/2 4</i></p> <p>H <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>J <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>K <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>L <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>M <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>N <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>O <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>P <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>DOUBLING OF FLAT PLATE KEEL</p> <p>Length and thickness of Bilges <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>Length and thickness of Sheerstrakes <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>Length and thickness of Strake below <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>POOP SIDES <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>RAISED QUARTER DECK SIDES <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>BRIDGE SIDES <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>FORECASTLE SIDES <i>4 1/2 4 6 8 4 1/2 4</i></p> <p>LENGTHS OF PLATING <i>4 1/2 4 6 8 4 1/2 4</i></p>																																																																																																																																																									
<p>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. <i>Woods, Bessemer & Co. Ltd. London</i></p> <p>Main Stringer Plate Butts, <i>double</i> riveted for <i>whole</i> length amidship.</p> <p>Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? <i>double</i></p> <p>Inner Bottom Plating, riveting of Edges <i>single</i> Butts</p> <p>Centre Girder Butts, <i>double</i> riveted. Keelson Butts, <i>double</i> riveted.</p> <p>Frames, riveted through Plates with <i>1/4</i> in. Rivets, about <i>4 1/2</i> apart.</p> <p>Rivets, state whether of Iron or Steel <i>Iron</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>Centre line</i> to <i>main deck</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 1/2 ls</i> state if ordinary or joggled <i>Ordinary</i></p> <p><i>fore & aft to side stringers</i></p>																																																																																																																																															
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<p>Boats <i>One boat 20'-0" x 4'-0" x 3'-0"</i></p> <p>Pumps, Number <i>three</i> Diameter of Barrel <i>4"</i> State whether they are in efficient working order <i>Yes</i></p> <p>Windlass <i>Handgear, Great Grindley and Co. Ltd. Tany Co. Capstan</i></p> <p>Engine Room Skylights—How constructed? <i>Steel skylight & steel flaps</i></p> <p>What arrangements for deadlights in bad weather? <i>Handgear, Great Grindley and Co. Ltd. Tany Co. Capstan</i></p> <p>Coal Bunker Openings—How constructed? <i>Cast iron, flush</i> How are lids secured? <i>Secured down</i> Height above deck? <i>14' x 15"</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>10 scuppers and 0 freeing ports 14' x 15"</i></p> <p>Ceiling in Holds, thickness and material <i>Yellow pine</i> Cargo Battens, thickness and material <i>Yellow pine</i></p> <p>Cargo Hatchways—How formed? <i>Steel beamings 9' above wood deck</i> Hatches—If strong and efficient? <i>Yes</i></p> <p>State size No. 1 Hatch (Forward) <i>4' x 4'</i> No. 2 Hatch <i>4' x 4'</i> No. 3 Hatch <i>4' x 4'</i> No. 4 Hatch <i>4' x 4'</i></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>1</i></p> <p>No. of Breasthooks <i>three</i> No. of Crutches <i>three</i></p> <p>Bulwarks, height above deck and description <i>3 1/2" above deck, as per plan</i> Main Rail and Stays, material and size <i>6 1/4" x 3 1/4" x 1/2"</i></p> <p>The above is a correct description.</p> <p>Builder's Signature <i>(here only)</i> Surveyor's Signature <i>(here only)</i></p> <p><i>Warranted witherton 30 Nov 1904</i></p>																																																																																																																																																									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *8 Sept. 19 Sept and 18 Oct 1904.*

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? *None*

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.)

This vessel has been built in accordance with the approved plans which are herewith returned to London Office, and in conformity with the Society's rules. Workmanship throughout good and the materials used in the construction of the vessel duly tested as required. Double bottom which has no connection to the sea, will be used for fresh water and has been tested under hydraulic pressure with satisfactory results. Bulkheads and decks tested by hose found tight. Main pumps, steering gear and watertight doors in good working condition. Windlass ditto.

Sister Vessels Johannes Elisabeth type of 2880 a Gerbig report no 1899 dated July and August 1904.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *2* ft., R.Q.D. or Break *2* ft., Bridge Dk. *2* ft., F'castle *2* 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 *1*

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) *One wood deck, One tier of beams*

Official No. *65*; Signal Letters *P* State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Anti Corrosion* *Compust*

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.
Double bottom, <i>in Cross-bunkers</i>	<i>15'-9"</i>	<i>14</i>	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,		

Total capacity *14* (If necessary, furnish further information by sketch.) *1*

* 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 *1*

Order for Special Survey No. *Oct 22 Nov 4, 10, 11, 16, 19, 22, 23, Dec 2, 3, 8, 10, 17, 19, 21, 24, 27, 29, 1904, Jan 4, 6, 7, 9, 14, 20, 23, 25, 26, 28, 30 Feb 2, 6, 14, 16, 20, March 2, 7, 9, 15, 17, 22, 27, 30 April 6, 8, 13, 15, 20, 29, May 16, June 30 July 12, Aug 5, Sept 4, 04 Nov 2-1905*

Date *5 Sept 1904*

No. *65* in builder's yard.

Dates of Surveys held while building *Oct 22 Nov 4, 10, 11, 16, 19, 22, 23, Dec 2, 3, 8, 10, 17, 19, 21, 24, 27, 29, 1904, Jan 4, 6, 7, 9, 14, 20, 23, 25, 26, 28, 30 Feb 2, 6, 14, 16, 20, March 2, 7, 9, 15, 17, 22, 27, 30 April 6, 8, 13, 15, 20, 29, May 16, June 30 July 12, Aug 5, Sept 4, 04 Nov 2-1905*

Total No. of Visits *54*

The amount of Entry Fee *£ 2 : 0 :* Fees applied for, *1905*

100 AT *10.1905*

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

Am of opinion this Vessel should be Classed *100 AT*

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

Committee's Minute **TUES. 14 NOV 1905**

Character assigned *100 AT*

Stm trawler

Lloyd's a & b. O. + Lm b. 11. 03

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