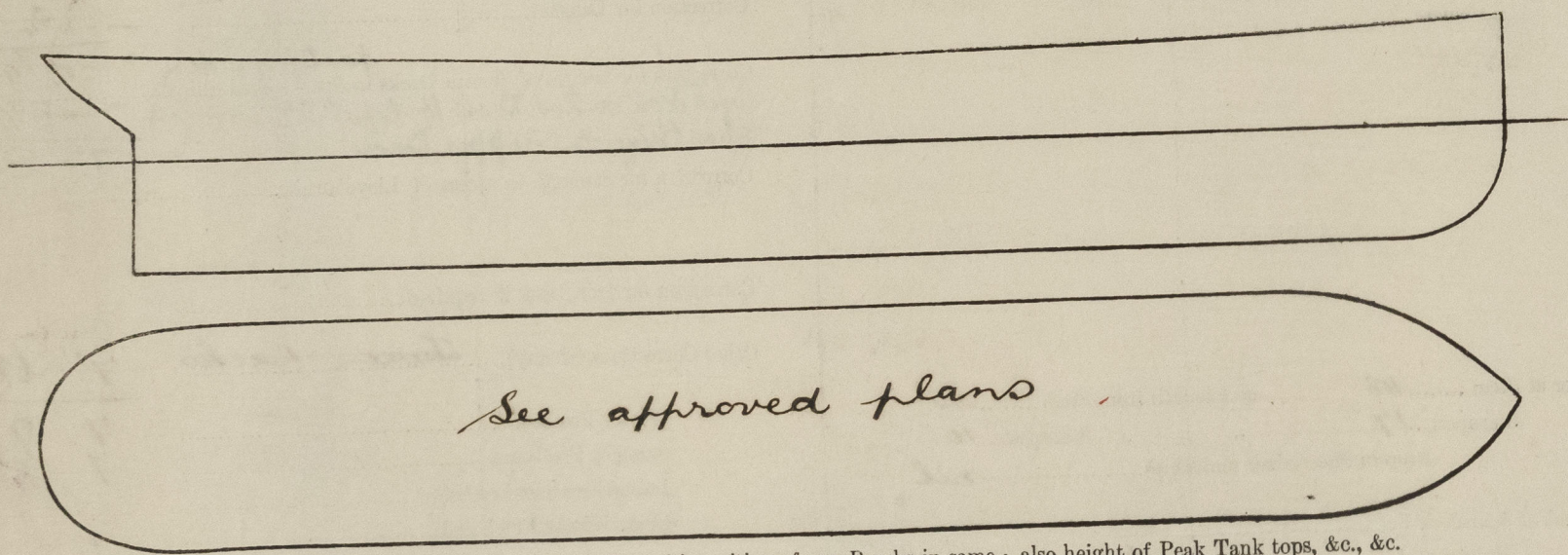


Do all the Frames extend to the top Height in the Spar deck? Awning deck? *as per approved mid Sec*
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?
 To what height do the Reverse Frames extend? *none*
 Has the Poop an efficient Iron Bulkhead at the fore end? ☒
 Give particulars of the means for closing the openings in Bulkhead ☒
 Is the Poop connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒
 Give particulars of the means for closing the openings in Bulkhead ☒
 What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒
 Give scantlings and spacing of the Stiffeners ☒
 Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒
 Has the Bridge House an efficient Iron Bulkhead at the after end? ☒
 How are the openings closed? ☒
 Is the Forecastle at least as high as the main or top-gallant rail? ☒ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? ☒
 Are the Engine and Boiler openings covered by a Bridge, Poop, *complete superstructure*
 or enclosed by a Strong Iron or Steel Deckhouse?
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒
 Give thickness of plating; scantlings and spacing of Stiffeners ☒
 What is the height of the exposed Casings? *2' 6"* Are suitable means provided for closing all openings in them in bad weather? *yes*
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below: *yes*

| Position and Size. | | <i>No 1 Ford 8' x 8'</i> | | | | | | | | | |
|-------------------------------|--------------------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Item. | | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. |
| COAMING. | Height above top of DECK | <i>30"</i> | | | | | | | | | |
| | Sides | <i>39"</i> | | | | | | | | | |
| | Ends | <i>39"</i> | | | | | | | | | |
| SHIFTING BEAMS OR WEB PLATES. | Number | <i>To rule</i> | | | | | | | | | |
| | Section and Scantlings | | | | | | | | | | |
| | Material | | | | | | | | | | |
| * FORE AND AFTERS. | Number | | | | | | | | | | |
| | Section and Scantlings | | | | | | | | | | |
| | Material | | | | | | | | | | |
| HATCHES Thickness | | | | | | | | | | | |
| Remarks | | | | | | | | | | | |

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.) *= 1' 4"*



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *This vessel is intended for Tug and Passenger service at Bluff Harbour New Zealand.*

It is stated that no side lights or other openings which would affect the position of the load line are to be fitted below the second deck.
The maximum load line which could be assigned under the scantling desired

Builder's name and yard number

Names of sister vessels

Owners

Address

Free of

Received by me



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