



| PLATING.  |                           |                         |                        |                             |                          |                             |   |                        |                           | RIVETING.   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---------------------------|-------------------------|------------------------|-----------------------------|--------------------------|-----------------------------|---|------------------------|---------------------------|---|--------------------------------------|-------------------------------|------------|--------------------------------------|---------------------------------------|---|---------|---------|-------------------|------------------------|---------------------------|-------------------------|------------------------|-----------------------------|------------------|-----------------------------|---|------------------------|---------------------------|---|--------------------------------------|-------------------------------|---------|--------------------------------------|-------------------------------|---|----------|---------|----------------------------------|-------------------|---------------|----------|---------|----------|---------|------|-------|------|------|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|-------------|---------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| AS IN SHIP.   |                           |                         |                        |                             | PER RULE OR AS APPROVED. |                             |   |                        |                           | EDGES.  |                                      |                               |            |                                      | BUTTS.                                |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| STRAKES.  |                           |                         |                        |                             |                          |                             |   |                        |                           | Ordinary or Joggled?  |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AMIDSHIP.   |                           |                         |                        |                             | AFT.                     |                             |   |                        |                           | Single or Double.   |                                      |                               |            |                                      | Double or Treble and for what Length. |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Breadth.  | Thickness.                | Thickness.              | Thickness.             |                             | Breadth.                 | Thickness.                  | Thickness.                                | Thickness.             |                           | Inches.   | Thickness.                           | Thickness.                    | Thickness. |                                      | Diam.                                 | Spacing or to cr.                         | Rivets. | Diam.   | Spacing or to cr. |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Inches.   | Inches.                   | Inches.                 | Inches.                |                             | Inches.                  | Inches.                     | Inches.                                   | Inches.                |                           | Inches.   | Inches.                              | Inches.                       | Inches.    |                                      | Inches.                               | Inches.                                   | Inches. | Inches. | Inches.           |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <p><b>FLAT PLATE KEEL</b> ..... Bar Keel<br/> <b>GARBOARD OF A STRAKE</b> ...<br/>           State actual thickness in way of Double Bottom.<br/> <i>Sheer</i><br/>           DOUBLING of Flat Plate Keel<br/>           Length and thickness of Bilges<br/>           of Sheerstrakes.<br/>           of Strake below<br/>           POOP SIDES<br/>           RAISED QUARTER DECK SIDES<br/>           BRIDGE SIDES<br/>           FORECASTLE SIDES<br/>           LENGTHS OF PLATING..... At frame spaces.</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, &amp;c.? <i>Mild Steel</i><br/> <i>Trodingham, Connell.</i></p>   |                           |                         |                        |                             |                          |                             |   |                        |                           | <p>Main Stringer Plate Butts, riveted for full length amidship.<br/>           Butts of Bilge &amp; Side Stringers, and Tie Plates, treble or double riveted? <i>Full</i><br/>           Inner Bottom Plating, riveting of Edges Butts<br/>           Centre Girder Butts, riveted. Keelson Butts, <i>treble</i> riveted.<br/>           Frames, riveted through Plates with <math>\frac{5}{8}</math>-<math>\frac{1}{2}</math> in. Rivets, about <math>3\frac{1}{2}</math>-4 apart.<br/>           Rivets, state whether of Iron or Steel <i>Steel</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>gunwale</i>.<br/>           REVERSED FRAMES on floors and frames extend from <i>centre to turn of bilge and deck alt. in</i> state if ordinary or joggled <i>Ordinary</i>.<br/> <i>C and B. Spaces across top of floors elsewhere.</i> state if ordinary or joggled <i>Ordinary</i>.</p>  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MASTS, SPARS, &c.   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>LOWER MASTS.... Fore Main Mizzen</td> <td><i>Flag pole.</i></td> <td></td><td></td><td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> </tr> <tr> <td>Bowsprit</td> <td></td> <td></td><td></td><td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> </tr> <tr> <td>Topmasts, Yards and Remainder of Spars</td> <td></td> <td></td><td></td><td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> </tr> <tr> <td>Rigging, Material and Size, Shrouds Sails.</td> <td><i>None</i></td> <td>Suit of</td> <td></td><td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td><td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> </tr> </tbody> </table>  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   | Material.              | Total length.             | DIAMETER AND THICKNESS. |                        |                             |                  | No. of Plates in round.     | ANGLES.                                   |                        | RIVETING.                 |   | At Partners.                         | Heel.                         | Hounds. | Head.                                | Number.                       | Size.                                     | Seams.   | Butts.  | LOWER MASTS.... Fore Main Mizzen | <i>Flag pole.</i> |               |          |         |          |         |      |       |      |      | Bowsprit     |  |  |  |  |  |  |  |  |  |  | Topmasts, Yards and Remainder of Spars |  |  |  |  |  |        |  |  |  |  | Rigging, Material and Size, Shrouds Sails. | <i>None</i> | Suit of |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Material.   | Total length.             | DIAMETER AND THICKNESS. |                        |                             |                          | No. of Plates in round.     | ANGLES.                                   |                        | RIVETING.                 |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                           | At Partners.            | Heel.                  | Hounds.                     | Head.                    |                             | Number.                                   | Size.                  | Seams.                    | Butts.  |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LOWER MASTS.... Fore Main Mizzen  | <i>Flag pole.</i>         |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bowsprit  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Topmasts, Yards and Remainder of Spars  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rigging, Material and Size, Shrouds Sails.  | <i>None</i>               | Suit of                 |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <p>Equipment No. Letter Anchors. Tonnage U.D.K. or Plating No. for Trawlers</p>   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ANCHORS.  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX STOCK.</th> <th colspan="3">WEIGHT OF STOCK.</th> <th colspan="3">TEST, PER CERTIFICATE.</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>1st Bower ..</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2nd ..</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3rd ..</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Collective weight</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Stream ..</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Kedge .....</td> <td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td><td></td><td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   | 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.     | Tons.   | Cwts.    | qrs.    | lbs. | Cwts. | qrs. | lbs. | 1st Bower .. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2nd .. |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  | 3rd .. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Collective weight |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Stream .. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Kedge ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 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.                                      | Tons.                  | Cwts.                     | qrs.  | lbs.                                 | Cwts.                         | qrs.       |                                      |                                       |   | lbs.    |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1st Bower ..  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2nd ..  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3rd ..  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Collective weight   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Stream ..   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Kedge .....   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CHAIN CABLES.   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th colspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th colspan="2">Length &amp; Size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> <th rowspan="2">Material.</th> <th colspan="2">Length and Size supplied.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th colspan="2">Length and Size per Table 22.</th> </tr> <tr> <th>Fathoms.</th> <th>Inches.</th> <th>Tons.</th> <th>Supplied.</th> <th>Per Table 22.</th> <th>Fathoms.</th> <th>Inches.</th> <th>Fathoms.</th> <th>Inches.</th> </tr> </thead> <tbody> <tr> <td></td> <td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> </tbody> </table>  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   | Number of Certificate. | Length and size supplied. |                         | Test per Certificate.  | WEIGHT OF CHAIN CABLE.      |                  | Length & Size per Table 22. |   | Description.           | Makers of Cables.         | Where and when tested and Superintendent. | Material.                            | Length and Size supplied.     |         | Breaking Test of Steel Wire Towline. | Length and Size per Table 22. |   | Fathoms. | Inches. | Tons.                            | Supplied.         | Per Table 22. | Fathoms. | Inches. | Fathoms. | Inches. |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Number of Certificate.  | Length and size supplied. |                         | Test per Certificate.  | WEIGHT OF CHAIN CABLE.      |                          | Length & Size per Table 22. |   | Description.           | Makers of Cables.         | Where and when tested and Superintendent.   | Material.                            | Length and Size supplied.     |            | Breaking Test of Steel Wire Towline. | Length and Size per Table 22.         |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   | Fathoms.                  | Inches.                 |                        | Tons.                       | Supplied.                | Per Table 22.               | Fathoms.                                  |                        |                           |   |                                      | Inches.                       | Fathoms.   |                                      | Inches.                               |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| HAWERS AND WARPS.   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th rowspan="2">WEIGHT OF CHAIN CABLE.</th> <th rowspan="2">Length &amp; Size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> <th rowspan="2">Material.</th> <th colspan="2">Length and Size supplied.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th colspan="2">Length and Size per Table 22.</th> </tr> <tr> <th>Fathoms.</th> <th>Inches.</th> <th>Fathoms.</th> <th>Inches.</th> </tr> </thead> <tbody> <tr> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> <tr> <td></td> <td></td><td></td> <td></td><td></td> <td></td> <td></td> <td></td> <td></td> <td></td><td></td> <td></td> <td></td><td></td> </tr> </tbody> </table>  |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   | Number of Certificate. | Length and size supplied. | Test per Certificate.   | WEIGHT OF CHAIN CABLE. | Length & Size per Table 22. | Description.     | Makers of Cables.           | Where and when tested and Superintendent. | Material.              | Length and Size supplied. |   | Breaking Test of Steel Wire Towline. | Length and Size per Table 22. |         | Fathoms.                             | Inches.                       | Fathoms.                                  | Inches.  |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|   |                           |                         |                        |                             |                          |                             |   |                        | Fathoms.                  | Inches.   |                                      | Fathoms.                      | Inches.    |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <p><b>Boats</b> On<br/> <b>Pumps,</b> Number Two Diameter of Barrel 4 State whether they are in efficient working order Yes<br/> <b>Windlass</b> is by Audron &amp; Co Capstan<br/> <b>Engine Room Skylights.</b>—How constructed? Of Teak<br/>         What arrangements for deadlights in bad weather? Teak flaps and bullseyes.<br/> <b>Coal Bunker Openings.</b>—How constructed? Cast iron rings How are lids secured? Secured Height above deck? Flush.<br/>         Number of Scupperns, and number and dimensions of Freeing Ports, &amp;c. On each side, 2 Scupperns, 3 freeing Ports 12"x10".<br/> <b>Ceiling in Holds,</b> thickness and material Cargo Battens, thickness and material<br/> <b>Cargo Hatchways.</b>—How formed?<br/>         State size No. 1 Hatch (Forward) No. 2 Hatch No. 3 Hatch No. 4 Hatch<br/>         Number of Web Plates, Shifting Beams</p>   |                           |                         |                        |                             |                          |                             |   |                        |                           |   |                                      |                               |            |                                      |                                       |   |         |         |                   |                        |                           |                         |                        |                             |                  |                             |   |                        |                           |   |                                      |                               |         |                                      |                               |   |          |         |                                  |                   |               |          |         |          |         |      |       |      |      |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |             |         |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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

(M) 20-11-07-10-12-07-17-12-07

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 the above dates and in general conformity to the Rules for the class contemplated.

Accompanying this Report, Plans of Midship Section, and Profile

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 ft., Bridge Dk. ft., F'castle 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) 10K. (etc.)

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

How are the surfaces preserved from oxidation? Inside Portland Cement and Paint— 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.           |
| 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, |         |                 |

Total capacity of double bottom State whether the above have been tested as required by the Rules

The wells are not to be included in the lengths of the tanks. (If necessary, furnish further information by sketch.)

Order for Special Survey No. 1725

Date 23/11/07

No. 55 in builder's yard

1907.—Nov 26. Dec 3. 11. 21. 1908.—Jan 13. 29 Feb 4. 12. 19. Mar 11. Apr 4. 13. May 4. 14. May 20. Jun 2. 10. 22. Sep 3. 5. 11. Oct 1. 2. 5. 9. 21. 28. Nov 6. 10.

DAYES of Surveys held while building

The amount of Entry Fee £ 1 : 0 : 0 Fees applied for, 1/12/1908

special £ 7 : 0 : 0 Received by me, 5/12/08

Travelling Expenses, if any £ - : 16 : 8

Certificate to be sent to Hull

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

I am of opinion this Vessel should be Classed A. "Sug. For River purposes only."

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

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

Committee's Minute

Character assigned

TUES. 8 DEC 1908

A - Sug. For River purposes only

+ L.M.B. 11.08

+ N.E. 11.04 + N.B. 7.03

refitted 08 refitted 08