

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

IRON OR STEEL STEAMER.

No. 67392
THUR. 1 JUN 1905

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

Port of *London*
Last Survey *26 May* 1905

Survey held at *London*
On the *STEEL PADDLE STEAMER "PURCELL"*

TONNAGE under
Tonnage Deck... *125.13*
Do. of Poop
Do. of Raised Qr.
Dk. or Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage *125.13*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES... *122.13*
Less Engine Room
Less Navigation Spaces

ONE OR TWO DECKED VESSEL.
CLASS *A* *For purposes only*
Half Breadth (moulded) *9.25*
Depth from upper part of Keel to top of Main Deck Bms.
(with the normal round up of beam) *7.37*
Girth of Half Midship Frame (as per Rule) *15.89*
1st Number *32.51*
Length on deck from after part of stem to fore part of
stern post *129.46*
2nd Number *4208.6*
Proportions—Breadths to Length *7.0*
Depths to Length—Main Deck to top of Keel... *17.6*

Master *H. Ayres*
Year of appointment *1905*
Built at *Canning Town London*
When built *1905* Launched *Mar. 3. 1905*
By whom built *James Howditch & Co.*
Owners *London County Council*
Managers
(Where necessary to be entered in Reg. Book).
Residence
Port belonging to *London*

Register Tonnage
as cut on Beam... *56.79*

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

LENGTH on Deck as per Rule... *129* Feet. *5 1/2* Inches. BREADTH—Moulded... *18* Feet. *6* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *6* Feet. *10 1/2* Inches. No. of Decks with Flat laid *one* No. of Tiers of Beams *one*
Dimensions of Ship per Register, Length, *129.65* breadth, *18.61* depth, *6.9* Moulded Depth, *7* ft. *0* ins. Round of Beam, Actual *4 1/2* ins.

| FRAMING. | | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. |
|--|--|-----------------|-----------------|-------------------------|-----------------|-----------------|-------------------------|
| FRAME, Angles, <i>2</i> or <i>1</i> Bars for <i>1/2</i> length amidships | | <i>2 1/2</i> | <i>2</i> | <i>6/32</i> | <i>2 1/2</i> | <i>2</i> | <i>6/32</i> |
| Do. for <i>1/4</i> at each end | | <i>2 1/2</i> | <i>2</i> | <i>6/32</i> | <i>2 1/2</i> | <i>2</i> | <i>6/32</i> |
| Do. in way of Double Bottoms at Solid Floors. | | | | | | | |
| Spacing of Frames from centre to centre | | <i>24</i> | <i>8 1/2</i> | <i>2 1/2</i> | <i>24</i> | <i>8 1/2</i> | <i>2 1/2</i> |
| REVERSED FRAME, Angles | | <i>2</i> | <i>2</i> | <i>6/32</i> | <i>2</i> | <i>2</i> | <i>6/32</i> |
| DEEP FRAMING, depth of girder | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for <i>1/2</i> length amidships | | <i>6</i> | <i>6/32</i> | | <i>6</i> | <i>6/32</i> | |
| in way of Engines and Boilers | | <i>6</i> | <i>7/32</i> | | <i>6</i> | <i>7/32</i> | |
| thickness at the ends of vessel | | | | | | | |
| depth at <i>1/2</i> the half breadth, as per Rule | | | | | | | |
| height extended at the Bilges | | | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | | |
| state if flanged (top & bottom) | | | | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | | |
| Angles, Top | | | | | | | |
| Bottom | | | | | | | |
| SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom) | | | | | | | |
| Angles | | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | | |
| Angles to Outside Plating | | | | | | | |
| Floors | | | | | | | |
| Height of Floors at the Bilges | | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | | |
| thickness in Engine and Boiler space | | | | | | | |
| Remainder in Holds | | | | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | <i>3</i> | <i>2</i> | <i>7/32</i> | <i>3</i> | <i>2</i> | <i>7/32</i> |
| Angles on Upper Edge | | <i>3/4</i> | | | <i>3/4</i> | | |
| Spacing | | <i>6/32</i> | | | <i>6/32</i> | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, In 'tween Decks, Size and Spacing | | | | | | | |
| Hold | | | | | | | |
| Quarter 'tween Dks. | | | | | | | |
| in Hold | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | |
| Brth. & Thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | | |
| Brth. & Thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | |
| Brth. & Thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| Size of Angles or Tee Bars to Web Frames | | | | | | | |
| BRACKET PLATES to Stringers between | | | | | | | |
| Web Frames, Depth and Thickness | | | | | | | |

| FORGINGS AND CASTINGS. | | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. |
|--|--|-----------------|-----------------|-------------------------|------------------|-----------------|--------------------------|
| KEEL, Bar or Side Plates depth and thickness | | | | | | | |
| STEM, moulding and thickness | | <i>3</i> | <i>3/4</i> | | <i>3</i> | <i>3/4</i> | |
| STERN-POST for Rudder do. do. | | <i>4</i> | <i>2 1/2</i> | <i>2 1/2</i> | <i>4</i> | <i>2 1/2</i> | <i>2 1/2</i> |
| for Propeller | | | | | | | |
| MAIN PIECE of Rudder, diameter at head | | <i>3 1/2</i> | | | <i>3 1/2</i> | | |
| do. at heel | | <i>2 3/4</i> | | | <i>2 3/4</i> | | |
| RUDDER, how constructed <i>Single Plate</i> | | | | | | | |
| Can the Rudder be unshipped afloat? | | | | | | | |
| KEELSONS AND STRINGERS. | | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. | Inches in Ship. | Inches in Ship. | 16ths or 20ths in Ship. |
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | <i>8 1/2</i> | <i>6/32</i> | | <i>8 1/2</i> | <i>6/32</i> | |
| Rider Plate | | | | | | | |
| Bulb Plate to Intercoastal Keelson | | | | | | | |
| Horizontal Plates on Floors | | | | | | | |
| Angles | | <i>2 1/2</i> | <i>2</i> | <i>3/16</i> | <i>2 1/2</i> | <i>2</i> | <i>3/16</i> |
| SIDE KEELSON, Angles | | <i>2 1/2</i> | <i>2</i> | <i>3/16</i> | <i>2 1/2</i> | <i>2</i> | <i>3/16</i> |
| Bulb or Plate above floors for lng. | | | | | | | |
| Intercoastal Plate for length | | | | | | | |
| Attached to outside plating with Angle | | | | | | | |
| BILGE KEELSON, Angles | | | | | | | |
| Bulb or Plate above floors for lng. | | | | | | | |
| Intercoastal Plate for length | | | | | | | |
| Attached to outside plating with Angle | | | | | | | |
| BILGE STRINGER Angles | | | | | | | |
| Bulb Plate for length | | | | | | | |
| Intercoastal Plate for length | | | | | | | |
| Attached to outside plating with Angle | | | | | | | |
| SIDE STRINGER Angles <i>2 1/2</i> <i>2</i> <i>3/16</i> <i>2 1/2</i> <i>2</i> <i>3/16</i> | | | | | | | |
| Bulb or Intercoastal Plate for lng. | | | | | | | |
| Attached to outside plating with Angle | | | | | | | |
| Main and Raised Quarter Deck Stringer Plate, breadth and thickness | | <i>2 1/2</i> | <i>12</i> | <i>7-6</i> | <i>2 1/2</i> | <i>12</i> | <i>7-6</i> |
| Angle on ditto | | <i>2 1/2</i> | <i>2 1/2</i> | <i>7/32</i> | <i>2 1/2</i> | <i>2 1/2</i> | <i>7/32</i> |
| Tie Plates, outside Hatchways | | <i>6</i> | <i>6/32</i> | | <i>6</i> | <i>6/32</i> | |
| Diagonal Tie Plates on Bms., No. of Pairs | | | | | | | |
| Main Dk* <i>Iron or Steel for 6" B.S. Spacing</i> | | | | | | | |
| R. Q. Dk* <i>Iron or Steel for 6" B.S. Spacing</i> | | | | | | | |
| Wood Deck, Material & thickness | | | | | | | |
| Lower Deck Stringer Plate, breadth and thickness | | | | | | | |
| Angles on ditto, No. | | | | | | | |
| Tie Plates, outside Hatchways | | | | | | | |
| Deck* Material and thickness | | | | | | | |
| Hold Stringer Plate | | | | | | | |
| Angles on ditto, No. | | | | | | | |
| Poop Deck Stringer Plate, breadth & thickness | | | | | | | |
| Angle on ditto | | | | | | | |
| Tie Plates | | | | | | | |
| Deck, Material and thickness | | | | | | | |
| Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness | | | | | | | |
| Angle on ditto | | | | | | | |
| Tie Plates | | | | | | | |
| Deck, Material and thickness | | | | | | | |
| Forecastle Deck Stringer Plate, brth & thcknss | | | | | | | |
| Angle on ditto | | | | | | | |
| Tie Plates | | | | | | | |
| Deck, Material and thickness | | | | | | | |
| * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | | | | |
| BULKHEADS. | | In Vessel. | Per Rule. | Thickness. | Horizontal Size. | Vertical Size. | Single or Double Frames. |
| W.T. BULKHEADS | | <i>3</i> | <i>3</i> | <i>4-3</i> | <i>2 1/2</i> | <i>2 1/2</i> | <i>20</i> |
| PARTITION | | | | | | | |
| LONGITUDINAL | | | | | | | |
| Are the outside Plates doubled two spaces of Frames in length? | | | | | | | |
| Are the Sluice Valves and Watertight Doors in efficient working order? | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|------------------|-------------------------|-----------------------------|--------------------------|-----------------------------|---|------------------------------|---|------------------------|---------|---|------------|------------|------------------------|---------------------------|------------------|-------------------------|-----------------------------|--------------|-----------------------------|---|------------------------------|---|------------------------|---------|---|---------------|---------------------------------|-------|---------|-------|-----------------|--------|-------|------|------|-----------|--|--|--|--|--|--|--|--|------|--|--|--|-----|--|--|--|--|--|--|--|-------|--|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--|--|--|-------|--|--|--|--|--|--|--|--|--|--|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES. | | | | BUTTS. | | | | IF LAPPED. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | Ordinary or Joggled. | | RIVETS. | | STRAPS. | | IF LAPPED. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to cr. | Diam. | Spacing or to cr. | Breadth. | Thickness. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL | 20 | 5/16 | 5/16 | 5/16 | 20 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 20 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (If Bar Keel, state Riveting) | 402 | 5/16 | 5/16 | 5/16 | 402 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 402 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GARBOARD OR A STRAKE | 4 1/2 | 5/16 | 5/16 | 5/16 | 4 1/2 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 4 1/2 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | 38 | 5/16 | 5/16 | 5/16 | 38 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 38 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 37 | 5/16 | 5/16 | 5/16 | 37 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 37 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 33 | 5/16 | 5/16 | 5/16 | 33 | 5/16 | Single | 2 | 5/16 | 5/16 | 5/16 | 5/16 | 33 | 5/16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DOUBLING OF FLAT PLATE KEEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length of Bilges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length of Sheerstrakes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length of Strake below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <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.</p> <p><i>Palmer's Shipbuilding Co. Ltd. Jarrow.</i></p> <p><i>Douglas Cardiff works</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>Alternating each side Centre line to Deck</i> state if ordinary or joggled <i>Yes</i></p> <p>REVERSED FRAMES on floors and frames extend from <i>Deck lapped on to floor as approved</i> state if ordinary or joggled <i>Yes</i></p> <p><i>Alternate Centre line to 3rd space</i></p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>MASTS, SPARS, &c.</p> <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS...</th> <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">ANVILS.</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>Fore</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>Main</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>Mizen</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> <p>Bowsprit</p> <p>Topmasts, Yards and Remainder of Spars</p> <p>Rigging, Material and Size, Shrouds</p> <p>Sails. Suit of Sails and the following spare sails</p> | | | | | | | | | | | | | | | LOWER MASTS... | Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANVILS. | | RIVETING. | | At Partners. | Heel. | Hounds. | Head. | Number. | Size. | Seams. | Butts. | Fore | | | | | | | | | | | | Main | | | | | | | | | | | | Mizen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LOWER MASTS... | Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANVILS. | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | Seams. | Butts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fore | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mizen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Equipment No. Letter Tonnage U.Dk. or Plating No. for Travellers</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK</th> <th colspan="2">WEIGHT OF STOCK</th> <th colspan="2">TEST, PER CERTIFICATE.</th> <th colspan="2">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> </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> </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> </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> </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> </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> </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> </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. | 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1st Bower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2nd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3rd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Collective weight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stream | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kedge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>CHAIN CABLES.</p> <table border="1"> <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 rowspan="2">Length & 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> </tr> <tr> <th>Length.</th> <th>Diam.</th> <th>Supplied.</th> <th>Per Table 22.</th> </tr> </thead> <tbody> <tr> <td>Iron Stream Chain or Steel Wire</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. | Length. | Diam. | Supplied. | Per Table 22. | Iron Stream Chain or Steel Wire | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Length. | Diam. | | Supplied. | Per Table 22. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>HAWSERS AND WARPS.</p> <table border="1"> <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 rowspan="2">Length & 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> </tr> <tr> <th>Length.</th> <th>Diam.</th> </tr> </thead> <tbody> <tr> <td>TOWLINE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>HAWSERS & WARPS</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. | Length & Size per Table 22. | Description. | Makers of Cables. | Where and when tested and Superintendent. | Length. | Diam. | TOWLINE | | | | | | | | HAWSERS & WARPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Length. | Diam. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOWLINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAWSERS & WARPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Boats</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 is <i>Hand worked</i> Capstan <i>Yes</i></p> <p>Engine Room Skylights.—How constructed? <i>Wood Glaze</i></p> <p>What arrangements for deadlights in bad weather? <i>Yes</i></p> <p>Coal Bunker Openings.—How constructed? <i>Cast iron rings</i> How are lids secured? <i>Snaps</i> Height above deck? <i>Flush</i></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c.</p> <p>Ceiling in Holds, thickness and material</p> <p>Cargo Hatchways.—How formed? <i>Yes</i> Hatches.—If strong and efficient? <i>Yes</i></p> <p>State size No. 1 Hatch (Forward) <i>Yes</i> No. 2 Hatch <i>Yes</i> No. 3 Hatch <i>Yes</i> No. 4 Hatch <i>Yes</i></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch</p> <p>No. of Breasthooks <i>One</i> No. of Crutches <i>One</i></p> <p>Bulwarks, height above deck and description</p> <p>The above is a correct description</p> <p>Builder's Signature <i>William Mackenzie</i> Surveyor's Signature <i>George J. Robson</i></p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

Nov. Dec. 1904 Jan. 1905

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? *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.) *The materials and workmanship throughout are satisfactory and the vessel has been built in accordance with the Rules and approved plans.*

One Bow Anchor and 35 faths of 5/8" Stow line Chain will be put on board (as stated) to comply with the B.I. requirements

This vessel is one of five built by the Thames Ironworks for the London County Council Passenger Service on the Thames.

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) *Wood deck 1st & 2nd space*

Official No. *120539*; Signal Letters *State if Machinery is fitted aft* *Yes*

How are the surfaces preserved from oxidation? Inside *Antirust* 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. |
|---|---------|-----------------|-------------------------|---------|-----------------|
| | | | | | |
| 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 (If necessary, furnish further information by sketch.)

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules.

Order for Special Survey No. *1904 Nov 15 16 21 29 Dec 15 12 17 21 23 29 1905 Jan 4*

Date *7.12.04*

No. *183 A* in builder's yard

DATES OF SURVEYS held while building

Jan 9 11 13 16 18 20 23 25 26 29 30 Feb 1 4 6 7 11 26 13 16 18 20 23 25 28 Mar 2 3 7 9 13 14 17 20 28 31 Apr 5 8 12 15 20 25 28 May 1 4 8 18 25 26

Total No. of Visits *59*

The amount of Entry Fee *£ 1 : 0 : 0* Fees applied for, *31.2.1905*

Special *£ 7 : 0 : 0* Received by me, *3.6.1905*

Travelling Expenses, if any *£ :*

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

I am of opinion this Vessel should be Classed *A* *For river purposes only*

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

Committee's Minute *FRI. 2 JUN 1905*

Character assigned *A - (S.H.)*

For river purposes only

+ Lmc 5.05

Dec light

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