

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

IRON OR STEEL STEAMER.

No. 14726

State if Report is also sent on the Machinery of the Vessel *yes*
Date of completion of Report *9-1-08*

Received at London Office, **FRI. 10 JAN 1908**

Survey held at *Essex*

Date, First Survey *Aug. 2nd*

Port of Hull

Last Survey *Dec. 31st 1907*

Rig *Ketch.*

Master *Hull*

Year of appointment

(1) As master in service of
owner of present vessel:—19
(2) As master of this
vessel:—19

Built at *Essex*

When built *1907*

Launched *23rd Nov.*

By whom built *Essex Shipbuilding & Rep. Co. Ltd.*

Owners *Kelsall Brothers & Beeching Co. Ltd.*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *Hull*

Port belonging to *Hull*

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

TONNAGE under
Tonnage Deck... *187.59*
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 *198.53*
Less Crew Space *20.21*
Less above Crown of
Engine Room...
Tonnage for Fees... *170.02*
Less Engine Room *98.89*
Less Navigation Spaces *16.48*
Less Crown of Engine Room *8.30*
Register Tonnage
as cut on Beam... *62.95*

ONE OR TWO DECKED VESSEL.

CLASS *100A1 Steam Sailer.*

Half Breadth (moulded) *10.45*

Depth from upper part of Keel to top of Main Deck Bms. *13.00*

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

1st Number *42.91*

Length on deck from after part of stem to fore part of stern post *108.875*

2nd Number *46.71*

Proportions—Breadths to Length *5.06*

Depths to Length—Main Deck to top of Keel *8.37*

Destined Voyage *Fishing*

LENGTH on Deck as per Rule... *108* Feet. *10 1/2* Inches. BREADTH—Moulded... *21* Feet. *6* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *11* Feet. *8* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*

Dimensions of Ship per Register, Length, *110-0* breadth, *21-6* depth, *11-67* Moulded Depth, *12* ft. *6* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>LE or L</i> Bars, for $\frac{1}{2}$ length amidships	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>
Do. for $\frac{1}{2}$ at each end	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	STEM, moulding and thickness	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>	<i>7 1/2 x 1 1/8</i>
Do. in way of Double Bottoms at Solid Floors	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>
Spacing of Frames from centre to centre	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	for Propeller	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>
REVERSED FRAME, Angles	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>
DEEP FRAMING, depth of girder	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	do. at heel	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	RUDDER, how constructed <i>Forged iron frame, 2 plates</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>
in way of Engines and Boilers	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Can the Rudder be unshipped afloat? <i>Yes</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>	<i>2 3/4 x 2 1/2</i>
thickness at the ends of vessel	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	KEELSONS AND STRINGERS.	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
height extended at the Bilges	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Rider Plate	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Bulb Plate to Intercoastal Keelson	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
state if flanged (top & bottom)	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Horizontal Plates on Floors	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
Spacing	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Angles	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	SIDE KEELSON, Angles	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>
Angles, Top	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Bulb or Plate above floors for lng.	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>
Bottom	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Intercoastal Plate for length	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>
SIDE GIRDERS, number on each side & thickness	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Attached to outside plating with Angle	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>
state if flanged (top & bottom)	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	BILGE KEELSON, Angles... (One)	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Angles	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Bulb or Plate above floors for lng.	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
MAIN PLATE, depth (exclusive of flange) and thickness	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Intercoastal Plate for length	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Angles to Outside Plating	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Attached to outside plating with Angle	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Floors	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	BILGE STRINGER Angles	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Height of Floors at the Bilges	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Bulb Plate for length	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Intercoastal Plate for length	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
thickness in Engine and Boiler space	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Attached to outside plating with Angle	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Remainder in Holds	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	SIDE STRINGER Angles... (One)	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Bulb or Intercoastal Plate for lng.	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Attached to outside plating with Angle	<i>5</i>	<i>4</i>	<i>10</i>	<i>5</i>	<i>4</i>
Spacing	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>23</i>	<i>6</i>	<i>23</i>	<i>6</i>	<i>23</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Tie Plates, outside Hatchways	<i>8 1/2</i>	<i>6</i>	<i>8 1/2</i>	<i>6</i>	<i>8 1/2</i>
Spacing	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>8 1/2</i>	<i>6</i>	<i>8 1/2</i>	<i>6</i>	<i>8 1/2</i>
BEAMS, Hold, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Main Dk* Iron or Steel for <i>machinery</i> lng.	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	R. Q. Dk* Iron or Steel for <i>space</i> lng.	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
Spacing	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	Wood Deck, Material & thickness <i>R.P.M.</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Lower Deck Stringer Plate, breadth and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Angles on ditto, No.	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Spacing	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	Tie Plates, outside Hatchways	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Deck* Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Angles on Upper Edge	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Hold Stringer Plate	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Spacing	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	Angles on ditto, No.	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Poop Deck Stringer Plate, breadth & thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Hold	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Angle on ditto	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Quarter, 'tween Dks.,	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Tie Plates	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
in Hold	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Deck, Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Angle on ditto	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
No. of Side Stringers	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Tie Plates	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Deck, Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Brdth. & Thickness	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
No. of Side Stringers	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Angle on ditto	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Size of Angles or Tee Bars to Web Frames	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Tie Plates	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Deck, Material and thickness	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>

PLATING.										RIVETING.											
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES. Ordinary or Jogged?				BUTTS.									
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble riveted for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Inches.	Diam.	Spacing or to cr.	Inches.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
<p>FLAT PLATE KEEL..... (If Bar Keel, state Riveting) Bar Keel</p> <p>GARBOARD OR A Strake... 41 7 7 7 41 7 Double 4 1/2 2 1/4 3 2 1/4 2 5/8 9 2 7 5 Full</p> <p>State actual thickness in way of Double Bottom.</p> <p>C " 6 5 5 6 " " " " " " " " " "</p> <p>D " 7 6 6 7 " " " " " " " " " "</p> <p>E " 7 6 6 7 " " " " " " " " " "</p> <p>F " 32 9 9 9 32 9 " " " " " " " " " "</p> <p>G " " " " " " " " " " " " " " " "</p> <p>H " " " " " " " " " " " " " " " "</p> <p>J " " " " " " " " " " " " " " " "</p> <p>K " " " " " " " " " " " " " " " "</p> <p>L " " " " " " " " " " " " " " " "</p> <p>M " " " " " " " " " " " " " " " "</p> <p>N " " " " " " " " " " " " " " " "</p> <p>O " " " " " " " " " " " " " " " "</p> <p>P " " " " " " " " " " " " " " " "</p> <p>DOUBLING OF Flat Plate Keel ✓</p> <p>Length and thickness of Bilges ✓</p> <p>" of Sheerstrakes ✓</p> <p>" of Strake below ✓</p> <p>POOP SIDES ✓</p> <p>RAISED QUARTER DECK SIDES ✓</p> <p>BRIDGE SIDES ✓</p> <p>FORECASTLE SIDES ✓</p> <p>LENGTHS OF PLATING..... Given frame spaces Double</p>																					
<p>Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.? Mild steel</p> <p>Cargo ship, South Durham, Connell.</p> <p>Has the Steel been tested as required by the Rules? Yes</p>										<p>Main Stringer Plate { Butts, treble riveted for full length amidship.</p> <p>{ Straps, single, double or overlapped for full length amidship.</p> <p>Butts of Bidge & Side Stringers, and Tie Plates, treble or double riveted? J & D.</p> <p>Inner Bottom Plating, riveting of Edges Butts</p> <p>Centre Girder Butts, riveted. Keelson Butts, Treble riveted.</p> <p>Frames, riveted through Plates with 3/4 in. Rivets, about 5 apart.</p> <p>Rivets, state whether of Iron or Steel Iron</p>											
<p>FRAMES extend in one length from Keel to Gunwale state if ordinary or jogged Ordinary.</p> <p>REVERSED FRAMES on floors and frames extend from floor plating (single angle frames.) state if ordinary or jogged Ordinary.</p>																					
MASTS, SPARS, &c.																					
		Material.		Total length.		DIAMETER AND THICKNESS.						No. of Plates in round.		ANGLES.		RIVETING.					
						At Partners.		Heel.		Hounds.				Head.		Number.		Size.		Seams.	
LOWER MASTS....		Fore	P.Pine	39-0	13																
		Main																			
		Mizen	stl	31-6	12																
Bowsprit ✓																					
Topmasts, Yards and Remainder of Spars Pitch Pine.																					
Rigging, Material and Size, Shrouds Galv. wire.		Stays Galv. wire																			
Sails. One Suit of		Sails and the following spare sails ✓																			
Equipment No. ✓		Letter ✓		ANCHORS.										Tonnage U.D.K. or Plating No. for Trawlers 4671							
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.			
32459	1st Bower ..	5	0	0	1	0	0	7	7	2	0	4	3	0	Rodgers	P. & H. T., 25-10-07	Perins				
32461	2nd " ..	4	1	5	1	0	21	6	12	2	0	4	1	0	"	"	"				
32460	3rd " ..	2	2	9	-	2	26	5	2	2	0	2	2	0	"	"	"				
Collective weight																					
Stream																					
Kedge																					
CHAIN CABLES.																					
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.			
															Length.	Cir.		Length.	Cir.		
33294	90 1/2	15 1/2	15 1/2	15 1/2	41-1-6	40-2-13	90	15 1/2	16	stl	P. & H. T., 27-11-07	TOWLINE	✓	60	5 1/2	60	5 1/2				
Iron Stream Chain or Steel Wire.....																					
<p>Boats One</p> <p>Pumps, Number Three Diameter of Barrel 6"-4 1/2" State whether they are in efficient working order Yes.</p> <p>Windlass is by Remond & Son Capstan ✓</p> <p>Engine Room Skylights.—How constructed? Seal</p> <p>What arrangements for deadlights in bad weather? Seal flaps & bullseyes.</p> <p>Coal Bunker Openings.—How constructed? Cast iron cings How are lids secured? Secured Height above deck? Flush</p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side, 6 scuppers. 3 freeing ports 24 x 12.</p> <p>Ceiling in Holds, thickness and material 2" pine Cargo Battens, thickness and material ✓</p> <p>Cargo Hatchways.—How formed? Plates and angles Hatches.—If strong and efficient? Yes</p> <p>State size No. 1 Hatch (Forward) 2'-6" x 2'-6" No. 2 Hatch 3'-6" x 3'-6" No. 3 Hatch ✓ No. 4 Hatch ✓</p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch ✓</p> <p>No. of Breasthooks Four No. of Crutches One & dup floor</p> <p>Bulwarks, height above deck and description 2'-9" x 6" Main Rail and Stays, material and size 4" x 3" x 2" stl. B.A.</p> <p>The above is a correct description.</p> <p>Builder's Signature (here only) Arthur P. Crofts Surveyor's Signature Allison B. Wilson</p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																					

(M) 11-5-07

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 plates 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)? *Crawler* State results of tests ☒

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? ☒ State results of tests ☒

General Remarks (State quality of workmanship, &c.) *Workmanship good.*

This vessel has been built in accordance with the approved plans. The Secretary's letter of the above date and in general conformity to the Rules for the class contemplated.

Accompanying this Report, Plan of Midship Section
and Report on Ships Loggings.

This is a sister vessel to the "Buffard," "Redcap," etc. Hull
Reports No. 19680, 19530, etc.

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) 100

Official No. ☒ ; Signal Letters ☒ State if Machinery is fitted aft *Aft*
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,	✓	
				22.75	40

Total capacity of double bottom ☒ (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 *Yes*

Order for Special Survey No. 1704

Date 2/6/07

No. 104 in builder's yard.

The amount of Entry Fee	1 : - -	Fees applied for, 9/11 1908	Certificate to be sent to <u>Hull</u>
Special.....	8 : 10 -	Received by me, 13/11/08	
Travelling Expenses, if any £	- : 16 : 6	11. 1908	

State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed ☒ 100A1, Steam Sailer
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 _____ TUES. 14 JAN 1908
Character assigned _____ 10001

TUES. 14 JAN 1908

Stm trawler
M
Lloyd A & P
+ Lm 6.12.07.

Certificate Issued, 19-3-08.