

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

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report *22^d August 1901.*
Date, First Survey *Mar 24/1904*

No. *18284*
VED. *29 AUG 1906*
Received at London Office,

Port of *Hull*
Last Survey *Aug 20th 1906*
Rig *Schooner.*

Survey held at *Gosport.*

On the *Steel Screw Steamer* "TEES."

ONE OR TWO DECKED VESSEL.

CLASS *100A1.*

Master *J. S. Burnitt.*

Year of appointment *(1) As master in service of owner of present vessel: 1892
(2) As master of this vessel: 1906*

Built at *Gosport*

When built *1906* Launched *12th May.*

By whom built *Gosport Shipbuilding & Repairing Co. Ltd.*

Owners *E. P. Hutchinson.*

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

Residence *Hull.*

Port belonging to *Hull.*

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

TONNAGE under Tonnage Deck *384.05*
Do. of Poop *66.56*
Do. of Raised Qr. *5.10*
Do. of Forecastle *19.57*
Do. of Houses on Deck *95*
Do. of excess of Hatchways *14.15*
Do. above Crown of Engine Room *17.09*
Gross Tonnage *507.47*
Less Crew Space *34.19*
Less above Crown of Engine Room *17.09*
TONNAGE FOR FEES *456.19*
Less Engine Room *236.37*
Less Navigation Spaces *15.25*
Household & Personal *17.09*
Register Tonnage *221.66*
as cut on Beam

Half Breadth (moulded) *13.00*
Depth from upper part of Keel to top of Main Deck Bms. *13.92*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *24.50*
1st Number *51.42*
Length on deck from after part of stem to fore part of stern post *163.92*
2nd Number *8429*
Proportions—Breadths to Length *6.30*
Depths to Length—Main Deck to top of Keel *11.77*
Destined Voyage

LENGTH on Deck as per Rule *163* Feet. *11* Inches. BREADTH—Moulded *26* Feet. *0* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams *12* Feet. *8 1/2* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, *165.0* breadth, *26.0* depth, *12.8* Moulded Depth, *13* ft. *5* ins. Round of Beam, Actual *6 1/2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches in Ship.	20ths in Ship.
FRAME, Angles, <i>in way of main deck</i> for $\frac{1}{2}$ length amidships <i>4 1/2</i> 3 9 4 1/2 3 9	4 1/2	3	9	KEEL, Bar or Side Plates depth and thickness <i>Flat plate</i> <i>6 1/2 x 1 1/4</i> <i>6 1/2 x 1 1/4</i>	6 1/2	1 1/4	6 1/2
Do. <i>for 1/2 at each end in way of R.Q.D.</i> <i>4 1/2</i> 3 9 4 1/2 3 9	4 1/2	3	9	STEM, moulding and thickness <i>6 1/2 x 3 1/2</i> <i>6 1/2 x 3 1/2</i>	6 1/2	3 1/2	6 1/2
Do. in way of Double Bottoms at Solid Floors <i>3</i> 3 6 3 3 6	3	3	6	STERN-POST for Rudder do. do. <i>6 1/2 x 3 1/2</i> <i>6 1/2 x 3 1/2</i>	6 1/2	3 1/2	6 1/2
Spacing of Frames from centre to centre <i>21</i> <i>21</i>	21		21	" for Propeller <i>4 1/2</i> <i>4 1/2</i>	4 1/2		4 1/2
REVERSED FRAME, Angles <i>2 1/2</i> 2 1/2 5 2 1/2 2 1/2 5	2 1/2	2 1/2	5	MAIN PIECE of Rudder, diameter at head <i>3 1/2 x 3</i> <i>3 x 2 3/4</i>	3 1/2	3	3
DEEP FRAMING, depth of girder <i>4 1/2</i> <i>4 1/2</i>	4 1/2		4 1/2	do. at heel <i>3 1/2 x 3</i> <i>3 x 2 3/4</i>	3 1/2	3	3
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships <i>15</i> <i>15</i>	15		15	RUDDER, how constructed <i>Forged iron frame, plated.</i>			
" in way of Engines and Boilers <i>E 20, B 8</i> <i>7-8</i>	E 20	B 8	7-8	Can the Rudder be unshipped afloat? <i>Yes.</i>			
" thickness at the ends of vessel <i>5</i> <i>5</i>	5		5	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.
" depth at $\frac{1}{2}$ the half breadth, as per Rule <i>15</i> <i>15</i>	15		15	CENTRE LINE KEELSON, Vertical Plate above floor, Through Plate, or Intercoastal Plate <i>26 1/2</i> <i>8</i> <i>26 1/2</i> <i>8</i>	26 1/2	8	26 1/2
" height extended at the Bilges <i>15</i> <i>15</i>	15		15	" Rider Plate <i>7 1/2</i> <i>9</i> <i>7 1/2</i> <i>9</i>	7 1/2	9	7 1/2
FLOORS & BRACKETS, in <i>Double Bottom</i> state if flanged (top & bottom) <i>36</i> <i>8</i> <i>36</i> <i>8</i>	36	8	36	" Bulb Plate to Intercoastal Keelson <i>12</i> <i>8</i> <i>12</i> <i>8</i>	12	8	12
" Spacing <i>36</i> <i>8</i> <i>36</i> <i>8</i>	36	8	36	" Horizontal Plates on Floors (Swa) <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
CENTRE GIRDER, in Double Bottom, depth and thickness <i>36</i> <i>8</i> <i>36</i> <i>8</i>	36	8	36	" Angles <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Angles, Top <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2	SIDE KEELSON, Angles <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Bottom <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2	" Bulb or Plate above floors for $\frac{1}{2}$ lng. <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
SIDE GIRDERS, number on each side & thickness <i>3</i> <i>2 1/2</i> <i>6</i> <i>3</i> <i>2 1/2</i> <i>6</i>	3	2 1/2	6	" Intercoastal Plate for $\frac{1}{2}$ lng. <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" state if flanged (top & bottom) <i>3</i> <i>2 1/2</i> <i>6</i> <i>3</i> <i>2 1/2</i> <i>6</i>	3	2 1/2	6	" Attached to outside plating with Angle <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Angles <i>3</i> <i>2 1/2</i> <i>6</i> <i>3</i> <i>2 1/2</i> <i>6</i>	3	2 1/2	6	BILGE KEELSON, Angles <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
MARGIN PLATE, depth (exclusive of flange) and thickness <i>27</i> <i>6</i> <i>27</i> <i>6</i>	27	6	27	" Bulb or Plate above floors for $\frac{1}{2}$ lng. <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Angles to Outside Plating <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>	3	3	7	" Intercoastal Plate for $\frac{1}{2}$ lng. <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Floors <i>3</i> <i>2 1/2</i> <i>6</i> <i>3</i> <i>2 1/2</i> <i>6</i>	3	2 1/2	6	" Attached to outside plating with Angle <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Height of Floors at the Bilges <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>	3	3	7	SIDE STRINGER Angles <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>	3	3	7	" Bulb or Intercoastal Plate for $\frac{1}{2}$ lng. <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" thickness in Engine and Boiler space <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>	3	3	7	" Attached to outside plating with Angle <i>3 1/2</i> <i>3</i> <i>3 1/2</i> <i>3</i>	3 1/2	3	3 1/2
" Remainder in Holds <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>3</i> <i>7</i>	3	3	7	Main and Raised Quarter Deck Stringer Plate, breadth and thickness <i>24</i> <i>7</i> <i>24</i> <i>7</i>	24	7	24
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angle on ditto <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Tie Plates, outside Hatchways <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Diagonal Tie Plates on Bms., No. of Pairs <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Main Dk* Iron or Steel for $\frac{1}{2}$ lng. <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" R. Q. Dk* Iron or Steel for $\frac{1}{2}$ lng. <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Wood Deck, Material & thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
BEAMS, Hold, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Lower Deck Stringer Plate, breadth and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angles on ditto, No. <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Tie Plates, outside Hatchways <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Deck* Material and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Hold Stringer Plate <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angles on ditto, No. <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
BEAMS, Bridge or Platform Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Poop Deck Stringer Plate, breadth & thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angle on ditto <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Tie Plates <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Deck, Material and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Angles on Upper Edge <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Bridge or Platform Deck Stringer Plate, breadth and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angle on ditto <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
PILLARS, In 'tween Decks, Size and Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Tie Plates <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Hold <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Deck, Material and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Quarter, 'tween Dks., <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Forecastle Deck Stringer Plate, brdth & thcknss <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" in Hold <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Angle on ditto <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
WEB FRAMES, In Fore Body, No. and Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Tie Plates <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" Brdth. & Thickness <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	" Deck, Material and thickness <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
" No. of Side Stringers <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Are the outside Plates doubled two spaces of Frames in length <i>3 x 3</i> <i>7</i> <i>3 x 3</i> <i>7</i>	3 x 3	7	3 x 3
WEB FRAMES, In E. & B. Space, No. & Spacing <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7	Are the Stairs, Valves and Watertight Doors in efficient working order? <i>Yes</i>			
" Brdth. & Thickness <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7				
" No. of Side Stringers <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7				
Size of Angles or Tee Bars to Web Frames <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7				
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness <i>5</i> <i>3</i> <i>7</i> <i>5</i> <i>3</i> <i>7</i>	5	3	7				

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. BUTTS. 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. Has the Steel been tested as required by the Rules. FRAMES extend in one length from REVERSED FRAMES on floors and frames extend from MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds, Stays, Sails. Equipment No. 9449 Letter Z. ANCHORS. Tonnage U.D.K. or Plating No. for Trawlers. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. What arrangements for deadlights in bad weather? Coal Bunker Openings. Number of Scuppers, and number and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The above is a correct description of the vessel. Builder's Signature. Managing Director.

Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? General Remarks (State quality of workmanship, &c.). 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, Profile and Decks, and Pumping Arrangement, and 2 Reports on Ships Fittings. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop, ft., R.Q.D. or Break, ft., Bridge Dk., ft., F'castle, ft. 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). Official No. Signal Letters. State if Machinery is fitted aft. How are the surfaces preserved from oxidation? PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system or with girders on floors. The amount of Entry Fee. Fees applied for. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. FRI 31 AUG 1906. 100 NT (11). Lloyd's at CP. Home 106. Allison B. Wilson. Surveyor to Lloyd's Register of British and Foreign Shipping.