

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

FEB 27 1917

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

Date of completion of report *17th February 1917*
Survey held at *South Shields*

Port of *Newcastle on Tyne* No. *69654*
Date, First Survey *30th Sept. 1915* Last Survey *13th February 1917*

On the (State if Single, Twin, or Triple Screw) *Single screw steamer "EDITH"*

Rig *Schooner*

TONNAGE under

CLASS *100A1*

FEET.

Master *J. Ashton*

Year of appointment *1917*
(1) As Master in service of owner of present vessel:—*1902*
(2) As Master of this vessel:—*1917*

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded) *29.83*

Built at *South Shields*

Total under Upper Dk. *537.93*

Depth, at middle of length from top of keel to top of upper deck beams at side *14.50*

When built *1917* Launched *11th Oct. 1916*

Do. of Poop *85.16*

Transverse Number *44.33*

By whom built *J. P. Remondson & Sons Ltd*

Do. of R.Q.Dk. *21.61*

Length on deck from fore part of stem to after part of stern post *178*

Owners *Geo. R. Haller Ltd.*

Do. of Bridge House *15.21*

Longitudinal Number *7890*

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

Do. of Forecastle *8.79*

Depth "d," at middle of length (See Secs. 2 & 13) *12.75*

Residence *Shull*

Do. of Houses on Dk. *12.17*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.27*

Port belonging to *Shull*

Do. of excess of Hatchways *29.33*

" " Long Bridge Deck Beam at side to top of keel

Do. above Crown of Engine Room *710.20*

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

Gross Tonnage *33.01*

Less Crew Space *29.33*

Less above Crown of Engine Room *647.86*

TONNAGE FOR FEES *338.38*

Less Engine Room *44.58*

Less Navigation Spaces *20.54*

Register Tonnage *296.70*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>178</i>	<i>0</i>		<i>29</i>	<i>10</i>		<i>13</i>	<i>4 1/2</i>		<i>One</i>

Do.	do.	do.	do.	do.	do.	Second Dk. Beams			No. of Tiers of Beams <i>One</i>
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Moulded depth, ft. *21* ins. *6* To Bridge Dk. Round of Upper Dk. Beam, Actual *7 1/2* ins.

Dimensions of Ship per Register, Length *178.2* breadth *30.0* depth *13.15* Moulded depth, ft. *14* ins. *6* To Upper Dk.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
FRAME, Angles, or E or L Bars amidships <i>5 1/2</i> <i>3</i> <i>30</i> <i>5 1/2</i> <i>3</i> <i>30</i>				PILLARS, In 'tween Deck, size and spacing <i>2 1/2</i> <i>4 1/2</i> <i>2 1/2</i> <i>4 1/2</i>			
Do. in peaks <i>5 1/2</i> <i>3</i> <i>30</i> <i>5 1/2</i> <i>3</i> <i>30</i>				" " Hold " " <i>one built pillar</i>			
Do. in way of Double Bottoms at Solid Floors... <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				" Quarter 'tween Dks., " "			
" " R. & D. at intermdt. Bkts. <i>6 1/2</i> <i>3</i> <i>40</i> <i>6 1/2</i> <i>3</i> <i>40</i>				" " in Hold " "			
Spacing of Frames from centre to centre amidships <i>22</i> <i>22</i>				KEELSONS & STRINGERS.			
" " length to Collision bulkhead <i>22</i> <i>22</i>				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate <i>36</i> <i>36</i>			
" " in peaks <i>22</i> <i>22</i>				" Rider Plate <i>3 1/2</i> <i>3 1/2</i> <i>38</i> <i>3 1/2</i> <i>3 1/2</i> <i>38</i>			
REVERSED FRAME, Angles <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				" Flat Plate Keel Angles <i>double</i> <i>7</i> <i>3</i> <i>40</i> <i>7</i> <i>3</i> <i>40</i>			
Do. in way of Double Bottoms at Solid Floors... <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				" Horizontal Plates on Floors <i>7</i> <i>3</i> <i>40</i> <i>7</i> <i>3</i> <i>40</i>			
" " ordinary floors at intermdt. Bkts. <i>5 1/2</i> <i>and</i> <i>6 1/2</i> <i>5 1/2</i> <i>and</i> <i>6 1/2</i>				" Angles or Bulb Angles <i>double</i> <i>6</i> <i>4</i> <i>48</i> <i>6</i> <i>4</i> <i>48</i>			
FRAMING, depth of girder <i>21</i> <i>34</i> <i>21</i> <i>34</i>				SIDE KEELSONS, Number <i>6</i> <i>4</i> <i>48</i> <i>6</i> <i>4</i> <i>48</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships... <i>40</i> <i>and</i> <i>44</i> <i>38</i> <i>and</i> <i>44</i>				" Angles or Bulb Angles <i>single</i> <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" in way of Engine and Boiler Spaces <i>30</i> <i>30</i>				" Plate above floors, for <i>full</i> length <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" thickness at the ends of vessel <i>30</i> <i>30</i>				" Intercostal Plate, for <i>full</i> length <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" depth at 1/2 the half breadth, as per Rule <i>straight across top</i>				" Attached to outside Plating with Angle <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" height extended at the Bilges <i>30</i> <i>30</i>				BILGE KEELSON, Angles <i>30</i> <i>30</i>			
FLOORS in Cell. Double Bottoms <i>no</i> <i>no</i>				" Intercostal Plate for <i>length</i>			
" state if flanged (top & bottom) <i>no</i> <i>no</i>				" Attached to outside Plating with Angle <i>length</i>			
" Spacing of Solid floors <i>22</i> <i>22</i>				SIDE STRINGERS, Number <i>(one) two in way of quarter deck</i>			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. <i>3 1/2</i> <i>38</i> <i>31</i> <i>38</i>				" Angle <i>4</i> <i>3</i> <i>34</i> <i>4</i> <i>3</i> <i>34</i>			
" Angles, Top <i>single</i> <i>3 1/2</i> <i>3 1/2</i> <i>40</i> <i>3 1/2</i> <i>3 1/2</i> <i>40</i>				" Intercostal Plate, for <i>full</i> length <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" Bottom <i>double</i> <i>3 1/2</i> <i>3 1/2</i> <i>40</i> <i>3 1/2</i> <i>3 1/2</i> <i>40</i>				" Attached to outside plating with Angle <i>3</i> <i>2 1/2</i> <i>32</i> <i>3</i> <i>2 1/2</i> <i>32</i>			
" to Floors <i>single</i> <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) <i>42</i> <i>53</i> <i>42</i> <i>53</i>			
" Brackets at intermdt. frmg., wdth & thcknss <i>one</i> <i>28</i> <i>one</i> <i>28</i>				" " " " br'dth & thickness (in way of Bridge) <i>3 1/2</i> <i>3 1/2</i> <i>44</i> <i>3 1/2</i> <i>3 1/2</i> <i>44</i>			
SIDE GIRDERS, number on each side & thickness <i>no</i> <i>no</i>				" " Angle (clear of Bridge) <i>3 1/2</i> <i>3 1/2</i> <i>44</i> <i>3 1/2</i> <i>3 1/2</i> <i>44</i>			
" state if flanged (top and bottom) <i>no</i> <i>no</i>				" Tie Plate at sides of Hatchways <i>except in fore-castle</i>			
" Angles (top and bottom) <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				" Deck * Iron or Steel, for <i>full</i> lng. <i>53</i> <i>and</i> <i>46</i> <i>53</i> <i>and</i> <i>46</i>			
" to Floors <i>2 1/2</i> <i>2 1/2</i> <i>30</i> <i>2 1/2</i> <i>2 1/2</i> <i>30</i>				" Thickness (clear of Bridge) <i>53</i> <i>and</i> <i>46</i> <i>53</i> <i>and</i> <i>46</i>			
MARGIN PLATE, depth (exclusive of flange) and thickness <i>20 1/2</i> <i>32</i> <i>20</i> <i>32</i>				" (in way of Bridge) <i>53</i> <i>and</i> <i>46</i> <i>53</i> <i>and</i> <i>46</i>			
" Angle to Outside Plating <i>3</i> <i>3</i> <i>32</i> <i>3</i> <i>3</i> <i>32</i>				" Wood Deck. Material & thickness			
" Floors <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>				Second Deck Stringer Plate, br'dth & thickness			
" Brackets at intermdt. frmg., wdth & thcknss <i>5</i> <i>5</i>				" Angles on ditto, No. <i>36</i> <i>47</i> <i>36</i> <i>47</i>			
Height of Outside Brackets above at bilge <i>5</i> <i>5</i>				" Tie Plates outside Hatchways <i>36</i> <i>47</i> <i>36</i> <i>47</i>			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>31</i> <i>36</i> <i>31</i> <i>36</i>				" Deck * Iron or Steel, for <i>lng.</i>			
" in Engine and Boiler space <i>30</i> <i>30</i>				" Wood Deck. Material & thickness			
" Remainder in Holds <i>30</i> <i>30</i>				Third Deck Stringer Plate, br'dth & thickness			
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel <i>5 1/2</i> <i>3</i> <i>34</i> <i>5 1/2</i> <i>3</i> <i>34</i>				" Angles on ditto, No. <i>36</i> <i>47</i> <i>36</i> <i>47</i>			
" In way of Long Bridge <i>22</i> <i>22</i>				" Tie Plates outside Hatchways <i>36</i> <i>47</i> <i>36</i> <i>47</i>			
" Spacing <i>22</i> <i>22</i>				" Deck * Material and thickness			
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel <i>5 1/2</i> <i>3</i> <i>34</i> <i>5 1/2</i> <i>3</i> <i>34</i>				" Deck. Material & thickness <i>steel</i> <i>47</i> <i>and</i> <i>41</i> <i>47</i> <i>and</i> <i>41</i>			
" Spacing <i>22</i> <i>22</i>				" Bridge Deck Stringer Plate, br'dth & thickness <i>32</i> <i>26</i> <i>32</i> <i>26</i>			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>5 1/2</i> <i>3</i> <i>34</i> <i>5 1/2</i> <i>3</i> <i>34</i>				" Angle on ditto <i>3</i> <i>3</i> <i>26</i> <i>3</i> <i>3</i> <i>26</i>			
" Angles on upper edge <i>44</i> <i>44</i>				" Tie Plates <i>21</i> <i>26</i> <i>7</i> <i>26</i>			
" Spacing <i>44</i> <i>44</i>				" Deck. Material and thickness <i>P.P.</i> <i>5</i> <i>3</i> <i>5</i> <i>3</i>			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>5 1/2</i> <i>3</i> <i>34</i> <i>5 1/2</i> <i>3</i> <i>34</i>				" Fore-castle Deck Stringer Plate, br'dth & th'kns <i>28</i> <i>26</i> <i>28</i> <i>26</i>			
" Angles on upper edge <i>7</i> <i>3</i> <i>44</i> <i>7</i> <i>3</i> <i>44</i>				" Angle on ditto <i>3</i> <i>3</i> <i>26</i> <i>3</i> <i>3</i> <i>26</i>			
" Spacing <i>44</i> <i>44</i>				" Tie Plates <i>30</i> <i>26</i>			
BEAMS, Fore-castle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>7</i> <i>3</i> <i>44</i> <i>7</i> <i>3</i> <i>44</i>				" Deck. Material and thickness <i>P.P.</i> <i>5</i> <i>3</i> <i>5</i> <i>3</i>			
" Angles on upper edge <i>44</i> <i>44</i>							
" Spacing <i>44</i> <i>44</i>							

WEB FRAMES.				FORGINGS or CASTINGS.				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
No. of Side Stringers				STEM, moulding and thickness				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
WEB-FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
brdth. & thickness				for Propeller				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed 10 knots				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
brdth. & thickness				Main-Piece, diameter at head				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
No. of Side Stringers				at heel				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
Size of Face Angles to Web-Frames				RUDDER, how constructed				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
BRACKET PLATES to Stringers between				Can the Rudder be unshipped afloat?				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
Web Frames, depth and thickness				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				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
				Plates, Plating, &c.?				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
				Steel Co of Scotland, Shinningrove, Cargy				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
				Open hearth process				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
				Has the Steel been tested as required by the Rules?				Inches in Ship.				Inches per Rule.																																																																																																																																																																																																																																																																																																																																																																																											
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<p>Are the outside Plates doubled two spaces of Frames in length? <i>brackets fitted</i></p> <p>Are the Sluice Valves and Watertight Doors in efficient working order? <i>none</i></p>																																																																																																																																																																																																																																																																																																																																																																																																							
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OF STRAKE BELOW DELT. of Flat Plate Keel Sheerstrakes POOP SIDES SHORT BRIDGE SIDES FORECASTLE SIDES</p> <p>72 increased at break 72</p> <p>26 26 26 Single 2 1/2 5/8 2 1/2 Double 5/8 2 1/2 4 1/2 full</p> <p>Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strakes below should also be stated clear of same.</p>																STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.				AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.		Ordinary or Joggled?		Ordinary or Joggled?		Ordinary or Joggled?			Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	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<p>Upper Deck Butts, riveted for <i>full</i> length amidship. Butts of Side Stringers <i>full</i> riveted.</p> <p>Stringer Plate Straps, single, double or overlapped for <i>full</i> length amidship. Tie Plates <i>full</i> riveted.</p> <p>Second Deck Butts, <i>full</i> riveted for <i>full</i> length amidship. Inner Bottom Plating, riveting of Edges <i>single</i> Butts <i>double</i></p> <p>Stringer Plate Straps, single or overlapped for <i>full</i> length amidship. Centre Girder Butts, <i>double</i> riveted. Keelson Butts, <i>double</i> riveted.</p> <p>Frames, riveted through Plates with <i>3/4</i> in. Rivets, about <i>5 1/4</i> apart.</p> <p>Rivets, state whether Iron or Steel <i>Iron</i></p>																																																																																																																																																																																																																																																																																																																																																																																																							
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Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower 11-3-6, D.D.W. No 517, 29/2/16, Hammer drop and bend tests.																																																																																						
Weight, Surveyor's Initials,				2nd " 10-0-19, D.D.W. No 417, 17/2/16																																																																																						
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64180-1	210	1 1/2	28 1/2	42 1/2	168-0-0	168-0-0	210	1 1/2	Steel Link Slingly from N.18/7/16. Green	TOWLINE	75	2 1/4	15 1/2																																																																													
										HAWERS & WARPS	90	6	10 1/2																																																																													
											90	4	90																																																																													
<p>Boats 2 lifeboats and one dinghy. Steering Gear, Steam Donkey & Steering Gear, Hand combined</p> <p>Pumps, Number. One Downston for fore peak. Diameter of Barrel 5 1/2 and 2 1/2. State whether they are in efficient working order <i>Yes</i></p> <p>Windlass is <i>Emerson Walker Thompson Bros Ltd</i> Capstan <i>Emerson Walker Thompson Bros Ltd</i></p> <p>Engine Room Skylights.—How constructed <i>Leak wood</i> What arrangements for deadlights in bad weather <i>Bullseyes</i></p> <p>Coal Bunker Openings.—How constructed <i>cast iron scuttles</i> How are lids secured? <i>locked</i> Height above deck? <i>flush</i></p> <p>Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers, 4 freeing ports of 2' 6" x 1' 3", 3 for 2' 6" x 1' 6" and 1' 6" x 3" side</p> <p>Ceiling in Holds, thickness and material <i>2 1/2" white pine</i> Cargo Batches, thickness and material <i>6" x 2" white pine</i></p> <p>Cargo Hatchways.—How formed? <i>steel plates and angles</i> Hatches, If strong and efficient? <i>Yes</i></p> <p>State size No. 1 Hatch (Forward) 12-7-8-6 No. 2 Hatch 20-2-14-0 No. 3 Hatch 20-2-14-0 No. 4 Hatch</p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>One web to each hatch, one fore after to No. 1 hatch</i></p> <p>and three to No. 2 and 3 hatchways. No. of Breasthooks <i>No. of Crutches deep floors.</i></p> <p>Bulwarks, height above deck and description <i>4-6" steel plate</i> Main Rail, material and size <i>5 1/2 x 3 x 40 built angle.</i></p> <p>The foregoing is a correct description. <i>RENNOLDSON & SONS LTD.</i> Surveyor's Signature <i>J. Macdonald</i> Surveyor to Lloyd's Register of Shipping.</p> <p>Builder's Signature (here only) <i>M. Middleton</i></p>																																																																																										
<p>Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) <i>M 16/7/15, 29/7/15, 9/8/15 E 31/1/16.</i></p> <p>Workmanship. Are the butts of plating planed or otherwise fitted? <i>Planed overlapped.</i></p> <p>Is the riveted work properly closed? <i>Yes</i></p> <p>Are the liners between the frames and plates solid single pieces? <i>Yes</i> Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>Yes</i> Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? <i>Yes</i> Do any rivets break into or through the seams or butts of the plating? <i>very few.</i></p> <p>Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped. <i>Yes</i></p> <p>Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? <i>Yes</i> State results of tests <i>satisfactory.</i></p> <p>Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? <i>Yes</i> State results of tests <i>satisfactory.</i></p> <p>General Remarks (State quality of workmanship, &c.) <i>This vessel has been constructed in accordance with the approved plans, the Secretary's letters as mentioned above and in other respects in compliance with the requirements of the Rules. The material and workmanship are good.</i></p> <p><i>The approved plans (5 in number) are enclosed herewith.</i></p>																																																																																										
<p>The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.</p> <p>The amount of Entry Fee <i>£ 3 : 0 : 0</i> Fees applied for <i>26 FEB 1917</i></p> <p>Special Survey Fee <i>£ 32 : 8 : 0</i> Received by me <i>13/2/17 14/3</i></p> <p>Travelling Expenses, if any <i>£</i></p> <p>State whether the Vessel has been built under Special Survey <i>Yes</i></p> <p>I am of opinion this Vessel should be Classed <i>100A1 Lloyd's A & C.P.</i></p> <p>With, or without Freeboard, as condition of Class <i>without</i></p> <p>Committee's Minute <i>FRI.-2 MAR. 1917</i></p> <p>Character assigned <i>100A1</i></p> <p><i>Lloyd's A & C.P.</i></p> <p><i>2mb 217</i></p> <p><i>J. Macdonald</i> Surveyor to Lloyd's Register of Shipping.</p>																																																																																										

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten notes in the upper section of the form.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. 92.0 ft., Bridge 14.8 ft., Forecastle 18.2 ft.
(in feet and tenths). When the Poop 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) 10% STL
Official No. 139312; Signal Letters _____ State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors— Yes

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<u>19</u>	<u>60</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>9</u>	<u>39.5</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>60.5</u>	<u>64</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>64</u>	(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. 4605
Date 4.8.1915
No. 301 in builder's yard.
DATES OF SURVEYS held while building
1915: Sep. 30, Oct. 8, 21, 27, Nov. 2, 5, 11, 17, Dec. 1, 9, 16, 21, 1916: Jan. 5, 11, 13, 19, 27, Feb. 1, 3, 10, 23, Mar. 5, 9, 15, 22, 29, Apr. 4, 10, 21, May 5, 9, 16, 22, 25, 30, Jun. 5, 12, 26, Jul. 11, 19, Aug. 8, 15, 18, 22, Sep. 5, 18, Oct. 2, 24, Nov. 9, 15, 23, 28, Dec. 1, 19, 1917: Jan. 9, Feb. 13.
Total No. of Visits 58

Surveyor's Signature

[Handwritten signature: J. Macdonald]