

3 Decks Rule

IRON OR STEEL STEAMER.

Received at London Office 13 JUL 1905

Date of completion of report 12th July 05

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

Survey held at Stockton

Port of Middlesbrough

No. 4143

On the 5th

Date, First Survey 6th Jan'y 05

Last Survey 30th June 1905

TONNAGE under

Tonnage Deck...

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

Total under Upper Dk. 3107.67

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Do. Tonnage

Crew Space

Do. above Crown of

Engine Room

Tonnage for Fees

Engine Room

Navigation Spaces

Register Tonnage

Cut on Beam

THREE DECKED VESSEL.

CLASS 100A1

FEET.

Half Breadth (moulded) 23.75

Depth from upper part of Keel to top of Upper Deck Beams 27.00

Girth of Half Midship Frame (as per Rule) 46.13

deduct 7 feet 7.88

1st Number 338.14

Length on deck from after part of stem to fore part of stern post 338.14

2nd Number 327.61

Proportions—Breadth to Length 7.1

Depth to Length—Upper Deck to top of Keel 12.5

Main Deck ditto

Destined Voyage Plate via Penarth

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

Master Robert Storey

Year of appointment 1905

Built at Stockton

When built 1905 Launched 20th May

By whom built Craig Taylor & Co

Owners Kyle Transport Co Ltd

Managers

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

Residence Liverpool

Port belonging to Liverpool

Length on Deck 338 2 Breadth Moulded 47 6 Depth, Actual—Top of Floors to top of Upper Dk. Beams 23 8 No. of Decks with flat laid one
Do. do. Main Dk. Beams 15 8 No. of Tiers of Beams 2+2+2
Dimensions of Ship per Register, Length 340 breadth 47.8 depth 23.7 Moulded depth, ft. 26 ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual 12 ins.

FRAMING.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	Inches per Rule Or as Approved
NAME, Angles, or T, E, or L Bars for 1/2 length amidships	9	3 1/2	12	9	3 1/2	12
Do. for 1/2 at each end	11	11	11	11	11	11
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
Frames in Peaks	5 1/2	3 1/2	7	5 1/2	3 1/2	7
Space of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24
INVERSED FRAME, Angles, in Peaks	4	3 1/2	8	4	3 1/2	8
DECK FRAMING, depth of girder	9	9	9	9	9	9
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Do. in way of Engines and Boilers	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Thickness at the ends of vessel	20	20	20	20	20	20
Depth at 1/2 the half breadth, as per Rule	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Height extended at the Bilges	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
FLOORS & BRACKETS in Cell Dble Bottoms	4 1/2	8	4 1/2	8	4 1/2	8
Distance apart	24	24	24	24	24	24
TRE GIRDER, in Double bottom, depth and thickness	4 1/2	11	4 1/2	10	4 1/2	10
Angles, Top	4	4	9	4	4	9
Bottom	4	4	12	4	4	12
GIRDERS, number on each side & thickness	2	9	2	9	2	9
Angles	3 1/2	8 1/2	8	3 1/2	8 1/2	8
GIN PLATE, depth (exclusive of flange) and thickness	32	9	32	9	32	9
Angles to Outside Plating	4	4	9	4	4	9
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4 1/2	10	4 1/2	10	4 1/2	10
in Engine and Boiler space	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Remainder in Holds	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
MS, Upper Deck, Single Angle, Bulb	8	3 1/2	10	8	3 1/2	10
Angle, Plate or Tee Bulb	9	3 1/2	12	9	3 1/2	12
Angles on upper edge	24	24	24	24	24	24
Average space	48	48	48	48	48	48
MS, Middle Deck, Single Angle, Bulb	12	12	12	12	12	12
Angle, Plate or Tee Bulb	3 1/2	3 1/2	10	3 1/2	3 1/2	10
Angles on upper edge	48	48	48	48	48	48
Average space	48	48	48	48	48	48
MS, Lower Deck, Single Angle, Bulb	6	3	8	6	3	8
Angle, Plate or Tee Bulb	7	3	9	7	3	9
Angles on upper edge	24	24	24	24	24	24
Average space	24	24	24	24	24	24
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9
Angles on upper edge	24	24	24	24	24	24
Average space	24	24	24	24	24	24
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8
Angles on upper edge	24	24	24	24	24	24
Average space	24	24	24	24	24	24
PILLARS, In 'tween Deck, size and spacing	8	8	8	8	8	8
Hold	8	8	8	8	8	8
Quarter 'tween Dks.,	8	8	8	8	8	8
in Hold	8	8	8	8	8	8
WEB-FRAMES, In Fore Body, No. and spacing	18	18	18	18	18	18
brdth. & thickness	18	18	18	18	18	18
No. of Side Stringers	18	18	18	18	18	18
WEB-FRAMES, In E. & B. Space, No. & spacing	18	18	18	18	18	18
brdth. & thickness	18	18	18	18	18	18
WEB-FRAMES, In After Body, No. and spacing	18	18	18	18	18	18
brdth. & thickness	18	18	18	18	18	18
No. of Side Stringers	18	18	18	18	18	18
Size of Angles or Tee Bars to Web-Frames	18	18	18	18	18	18
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18	18	18	18	18	18

FORGINGS OR CASTINGS.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	Inches per Rule Or as Approved
KEEL, Bar or Side Plates, depth and thickness	11	2 1/2	11	2 1/2	11	2 1/2
STEM, moulding and thickness	11	2 1/2	11	2 1/2	11	2 1/2
STERN-POST for Rudder do. do.	11	2 1/2	11	2 1/2	11	2 1/2
for Propeller	11	2 1/2	11	2 1/2	11	2 1/2
MAIN PIECE of Rudder, diameter at head	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
do. at heel	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
RUDDER, how constructed	Single plate 2 1/2" x 12" x 12"					
Can the Rudder be unshipped afloat?	Yes. Horizontal coupling					
KEELSONS & STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
Angles						
SIDE KEELSON, Angles						
Bulb or Plate above floors, for length						
Intercoastal Plate, for length						
Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
Bulb or Plate above floors, for length						
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 STRINGERS Angles	6	4	12	6	4	12
Bulb or Intercoastal Plate, for length	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Upper Deck Stringer Plates, br'dth & thickness	4 1/2	12	4 1/2	12	4 1/2	12
Angle on ditto	4 1/2	12	4 1/2	12	4 1/2	12
Plates fore and aft, outside Hatchways	4 1/2	12	4 1/2	12	4 1/2	12
Deck. Iron or Steel, for full length	3 1/2	8	3 1/2	8	3 1/2	8
Wood Deck. Material & thickness	3 1/2	8	3 1/2	8	3 1/2	8
Middle Deck Stringer Plate, br'dth & thickness	60	12	60	12	60	12
Angles on ditto, No.	4 1/2	9	4 1/2	9	4 1/2	9
Tie Plates outside Hatchways	17	10	17	10	17	10
Diagonal Tie Plates on Bms., No. of prs.	17	10	17	10	17	10
Deck. Iron or Steel, for full length	3 1/2	8	3 1/2	8	3 1/2	8
Wood Deck. Material & thickness	3 1/2	8	3 1/2	8	3 1/2	8
Lower Deck Stringer Plate, br'dth & thickness	3 1/2	8	3 1/2	8	3 1/2	8
Angles on ditto, No.	3 1/2	8	3 1/2	8	3 1/2	8
Tie Plates, outside Hatchways	3 1/2	8	3 1/2	8	3 1/2	8
Deck. Material and thickness	3 1/2	8	3 1/2	8	3 1/2	8
Hold, or Orlop Stringer Plate, br'dth & thckn's	3 1/2	8	3 1/2	8	3 1/2	8
Angles on ditto, No.	3 1/2	8	3 1/2	8	3 1/2	8
Tie Plates outside Hatchways	3 1/2	8	3 1/2	8	3 1/2	8
Deck. Material and thickness	3 1/2	8	3 1/2	8	3 1/2	8
Poop Deck Stringer Plate, breadth & thickness	33	7	33	7	33	7
Angle on ditto	3 1/2	7	3 1/2	7	3 1/2	7
Tie Plates	3 1/2	7	3 1/2	7	3 1/2	7
Deck. Material and thickness	3 1/2	7	3 1/2	7	3 1/2	7
Bridge Deck Stringer Plate, br'dth & thickness	40	8	40	8	40	8
Angle on ditto	3 1/2	8	3 1/2	8	3 1/2	8
Tie Plates	3 1/2	8	3 1/2	8	3 1/2	8
Deck. Material and thickness	3 1/2	8	3 1/2	8	3 1/2	8
Forecastle Deck Stringer Plate, br'dth & th'kns	33	7	33	7	33	7
Angle on ditto	3 1/2	7	3 1/2	7	3 1/2	7
Tie Plates	3 1/2	7	3 1/2	7	3 1/2	7
Deck. Material and thickness	3 1/2	7	3 1/2	7	3 1/2	7
BULKHEADS.						
W. T. BULKHEADS	6	6	6	6	6	6
PARTITION	6	6	6	6	6	6
LONGITUDINAL	6	6	6	6	6	6
STIFFENERS.						
Horizontal	6	6	6	6	6	6
Vertical	6	6	6	6	6	6
Single or Double Frames	6	6	6	6	6	6
Height up	6	6	6	6	6	6
Are the outside Plates doubled two spaces of Frames in length?	Yes					
Are the Stanchions and Watertight Doors in efficient working order?	Yes					

W232-0072 (112)

PLATING.										RIVETING.																																																																																																																					
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.	Lower EDGES.				BUTTS.																																																																																																																					
	AMIDSHIP.		FORWARD.			Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what length.	RIVETS.		STRAPS.		IF LAPPED.																																																																																																																	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing or to cr.	Breadth.	Thickness.		Breadth.	Thickness.																																																																																																															
Flat Plate Keel	36	18	13	13	36	18	Double	6	1	4	4 fold	1	3 1/2	14	Full																																																																																																																
Garboard of A Strake	50	15	12	13	50	15	"	5 1/2	7/8	3 3/4	7/8	3 1/2	10 1/2	9	"																																																																																																																
B	46	11	11	13	46	11	"	"	"	"	4 fold	"	3 1/2	"	"																																																																																																																
C	60	11	11	9	60	11	"	"	"	"	"	"	"	"	"																																																																																																																
D	60	12	10	9	60	12	"	"	"	"	"	"	"	"	"																																																																																																																
E	60	12	9	14	60	12	"	"	"	"	"	"	"	"	"																																																																																																																
F	60	12	9	12	60	12	"	"	"	"	"	"	"	"	"																																																																																																																
G	60	12	9	12	60	12	"	"	"	"	"	"	"	"	"																																																																																																																
H	60	12	9	12	60	12	"	"	"	"	"	"	"	"	"																																																																																																																
J	46	14	9	9	46	14	"	"	"	"	"	"	"	"	"																																																																																																																
K	50	15	10	10	50	15	"	"	"	"	"	"	"	"	"																																																																																																																
Shear L	41	7	-	-	41	7	Single	3	7/8	3 3/4	Double	3 1/4	2 5/8	5	"																																																																																																																
Bridge N	54	8	-	-	54	8	"	2 1/2	3/4	3	"	"	"	"	"																																																																																																																
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<p>DOUBLING OF Flat Plate Keel: Keel plate increased to garboards 5/8", & centre girder 5/8" for 1/2" in line of doubling</p> <p>Length of Bilges: Doubled at ends of bridge about 20ft</p> <p>Length of Sheerstrakes: See M & N above</p> <p>Length of Strake below: 7</p> <p>POOP SIDES: 7</p> <p>BRIDGE SIDES: 7</p> <p>FORECASTLE SIDES: 7</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, Plating, &c.?</p> <p><i>Roller's, Bonsett, Dorman, Glasgow & Co., Lanarkshire, South Durham</i></p> <p>Iron plates of Hill & Co</p> <p>Has the Steel been tested as required by the Rules? <i>yes</i></p>																																																																																																																															
<p>FRAMES extend in one length from <i>margin</i> to upper deck, P. B & F. (Bulb angles)</p> <p>REVERSED FRAMES on floors and frames extend from <i>margin to centre line (joggled)</i></p> <p><i>Frames in tanks joggled</i></p>																																																																																																																															
<p>MASTS, SPARS, &c.</p> <table border="1"> <thead> <tr> <th rowspan="2">Fore</th> <th rowspan="2">Main</th> <th rowspan="2">Mizen</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">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners</th> <th>Heel</th> <th>Hounds</th> <th>Head</th> <th>Number</th> <th>Size</th> <th>Seams</th> <th>Butts</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>Steel</td> <td>62-2"</td> <td>18 x 7/8</td> <td>14 x 5/8</td> <td>14 x 5/8</td> <td>14 x 5/8</td> <td>2</td> <td></td> <td></td> <td>Single</td> <td>Treble & 4 fold</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Do</td> <td>50</td> <td>16 1/2 x 7/8</td> <td>-</td> <td>10</td> <td>-</td> <td>2</td> <td></td> <td></td> <td>Do</td> <td>Do</td> </tr> </tbody> </table> <p>Lower Masts: <i>Telescope topmasts</i></p> <p>Topmasts, Vangs and Remainder of Spars: <i>fine</i></p> <p>Rigging, Material and Size, Shrouds: <i>Steel wire 3 1/2"</i></p> <p>Sails: <i>one</i> Suit of <i>fine</i> & aft Sails, and the following spare sails: <i>1 fore & 1 aft</i></p>																Fore	Main	Mizen	Material	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		At Partners	Heel	Hounds	Head	Number	Size	Seams	Butts				Steel	62-2"	18 x 7/8	14 x 5/8	14 x 5/8	14 x 5/8	2			Single	Treble & 4 fold				Do	50	16 1/2 x 7/8	-	10	-	2			Do	Do																																																														
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<p>EQUIPMENT No. 35048 LETTER V <i>new fabric</i> ANCHORS.</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>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>54071</td> <td>1st Bower</td> <td>49</td> <td>2</td> <td>19</td> <td>Stockless</td> <td>42</td> <td>4</td> <td>1</td> <td>14</td> <td>48</td> <td>3</td> <td>-</td> </tr> <tr> <td>53830</td> <td>2nd "</td> <td>47</td> <td>2</td> <td>14</td> <td>Do</td> <td>40</td> <td>17</td> <td>3</td> <td>7</td> <td>48</td> <td>3</td> <td>-</td> </tr> <tr> <td>54150</td> <td>3rd "</td> <td>41</td> <td>3</td> <td>2</td> <td>Do</td> <td>37</td> <td>-</td> <td>3</td> <td>31</td> <td>41</td> <td>2</td> <td>-</td> </tr> <tr> <td></td> <td>4th "</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collective weight</td> <td>139</td> <td>-</td> <td>7</td> <td></td> <td>139</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>53502</td> <td>Stream</td> <td>13</td> <td>-</td> <td>9</td> <td>3</td> <td>1</td> <td>10</td> <td>14</td> <td>17</td> <td>-</td> <td>21</td> <td>13</td> </tr> <tr> <td>53509</td> <td>Kedge</td> <td>5</td> <td>3</td> <td>6</td> <td>1</td> <td>2</td> <td>1</td> <td>8</td> <td>2</td> <td>3</td> <td>7</td> <td>5</td> </tr> </tbody> </table> <p><i>best of best Steel Heads produced (J. May, J. May, & Co. Paris)</i></p>																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.	qrs.	lbs.	Cwts.	qrs.	lbs.	54071	1st Bower	49	2	19	Stockless	42	4	1	14	48	3	-	53830	2nd "	47	2	14	Do	40	17	3	7	48	3	-	54150	3rd "	41	3	2	Do	37	-	3	31	41	2	-		4th "													Collective weight	139	-	7		139	-	-					53502	Stream	13	-	9	3	1	10	14	17	-	21	13	53509	Kedge	5	3	6	1	2	1	8	2	3	7	5
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53830	2nd "	47	2	14	Do	40	17	3	7	48	3	-																																																																																																																			
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<p>Boats: <i>2 life boats & 2 others</i></p> <p>Pumps, Number: <i>fly wheel hand pumps connected to all bilge suction & a fine peak pump</i></p> <p>Windlass is: <i>Steam - Emerson Walker</i></p> <p>Engine Room Skylights: <i>How constructed? Steel, teak flaps -</i></p> <p>What arrangements for deadlights in bad weather? <i>Bulls eyes</i></p> <p>Coal Bunker Openings: <i>How constructed? Bull angles</i></p> <p>Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scuppers: <i>7 pr. 7 Ports. 10 pr. 30" x 18"</i></p> <p>Ceiling in Holds, thickness and material: <i>2 1/2" fine</i></p> <p>Ceiling 'tween Decks, thickness and material: <i>2" fine</i></p> <p>Cargo Hatchways: <i>How formed? Plates & angles</i></p> <p>State size No. 1 Hatch (Forward): <i>24' x 18'</i></p> <p>State size No. 2 Hatch (Forward): <i>24' x 18'</i></p> <p>State size No. 3 Hatch (Forward): <i>24' x 18'</i></p> <p>State size No. 4 Hatch (Forward): <i>24' x 18'</i></p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch: <i>2 web plates & 3 wood fore & afters</i></p> <p>No. of Breasthooks: <i>six</i></p> <p>No. of Crutches: <i>2 floors</i></p> <p>Bulwarks, height above deck and description: <i>4ft - Bull plate stays</i></p> <p>Main Rail, material and size: <i>6" Bull angle</i></p> <p>The above is a correct description</p> <p>Builder's Signature (here only): <i>Craig Taylor</i></p> <p>Surveyor's Signature: <i>W. H. Cooper</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 this case)

M - 1904. Dec 16, 30. 1905. Jan 16. June 9. *E. 17 Feb 05*

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *yes*

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 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.) *Good*

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates & in general conformity to the Rules for the Class Contemplated. The shaft tunnel has been tested as required & found in order, & the steam & hand steering gears seen working satisfactorily. Deck shops fitted in way of the quadrant filler.

1 Forging report. 5 Plans.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *94* ft., F'castle *33* 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). *1 St. (pt steel & pt iron) 2 to B & deep framing*

Official No. *120863*; Signal Letters.

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 *cellular*

Where fitted.	Length.		Water Capacity.	Where fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft.	104	226	Fore peak tank,	18 1/2	133		
Double bottom, under Engines and Boilers,	38	118	After peak tank,	16	136		
Double bottom, if under Engines only,			Midship deep tank,				
Double bottom, if under Boilers only,			Other tanks, if fitted,				
Double bottom, forward,	150	404	(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. *664*

Date *10.1.05*

No. *109* in builder's yard.

DATES OF SURVEYS held while building

1905 Jan 6. 9. 12. 14. 23. Feb 1. 10. 15. 20. 24. 26. March 3. 9. 15. 14. 20. 21. 22. 24. 24. 26. 30. April 5. 6. 11. 13. 14. 26. May 2. 3. 8. 11. 12. 15. 18. 19. 24. 26. 29. 31. June 4. 15. 16. 20. 22. 23. 26. 27. 28. 30

Total No. of Visits *54*

Fees applied for,

The amount of Entry Fee.....£ *5: 0: 0*

Special Survey Fee£ *104. 12: 0*

Travelling Expenses, if any £ : : *12. 7 1905*

Received by me, *W. H. Cooper*

Certificate to be sent to

I am of opinion this Vessel should be Classed *100 A1*

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

Committee's Minute *FRI. 14 JUL 1905*

Character assigned *100 A1 (SIL)*

Lloyd's at op W + Lmc 6. 05

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

W232-0072 (2/2)