

1~~2~~ Dks., R.Q.Dk.,
and Pt. Awing Dk.

IRON OR STEEL STEAMER.

No. ⁵⁸ 24 AUG 1908

State if Report is also sent on the Machinery of the Vessel *Yes.*
Date of completion of Report *22nd August 1908* Port of *Sunderland*
Date, First Survey *6th March 1908* Last Survey *14th August 1908*
Survey held at *Sunderland*
On the *Steel Screw Steamer "Hampshire."* Rig *Fore & aft schooner.*

TONNAGE under Tonnage Deck... *594.64*
Do. of Raised Or. Dk. or Break... *110.02*
Do. of Bridge House *23.83*
Do. of Forecastle *1.02*
Do. of Houses on Deck *27.29*
Do. of excess of Hatchways *43.19*
Do. above Crown of Engine Room... *33.12*
Gross Tonnage *823.11*
Less Crew Space *48.19*
Less above Crown of Engine Room... *33.12*
TONNAGE FOR FEES... *751.80*
Less Engine Room *321.83*
Less Navigation Spaces *19.58*
Deep Tank *50.24*
Bore Crown & R... *33.12*
Register Tonnage as cut on Beam... *393.27*
CLASS *100 A1*
ONE OR TWO DECKED VESSEL.
Master *Henry Lommen*
Year of appointment (1) As master in service of owner of present vessel:—19 *08*
(2) As master of this vessel:—19 *08*
Built at *Sunderland*
When built *1908* Launched *14th July 1908*
By whom built *John Crown & Sons Ltd*
Owners *Dennis Hill Willey*
Managers *D: D:*
(Where necessary to be entered in Reg. Book).
Residence *8 Gloucester Square Southampton*
Port belonging to *Sunderland*
Destined Voyage *Southampton & Surveilled while Building, Afloat, or in Dry Dock*
Built under Special Survey

LENGTH on Deck as per Rule... *193* Feet. *10* Inches. BREADTH—Moulded... *32* Feet. *6* Inches. DEPTH, ACTUAL—Top of Deck to top of Main Deck Beams... *11* Feet. *10* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, *195.0* breadth, *32.65* depth, *11.90* Moulded Depth, *13* ft. *9* ins. Round of Beam, Actual *8 1/2* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule Approved.		Inches in Ship.		Inches per Rule Or as Approved.		
FRAME, Angles, L. E. Bars, for 1/2 length amidships... <i>7.5 length forward</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>Flat Plate Keel</i>				
Do. for 1/2 at each end <i>(Peaks: 5x3x7/8)</i>	<i>5 1/2</i>	<i>3</i>	<i>10.9</i>	<i>5 1/2</i>	<i>3</i>	STEM, moulding and thickness	<i>7x28</i>		<i>7x28</i>		
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	STERN-POST for Rudder do. do.	<i>7x4 1/2</i>		<i>7x4 1/2</i>		
" " " at intermdt. Bkts.	<i>Floors at every frame</i>					" " for Propeller	<i>7x4 1/2</i>		<i>7x4 1/2</i>		
Spacing of Frames from centre to centre	<i>22</i>			<i>22</i>		MAIN PIECE of Rudder, diameter at head...	<i>6" dia</i>		<i>6" dia</i>		
REVERSED FRAME, Angles <i>3 in tanks</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	do. at heel	<i>4 1/2 dia</i>		<i>4 1/2 dia</i>		
DEEP FRAMING, depth of girder	<i>Bull angle 5 1/2</i>					RUDDER, how constructed <i>Forged & built with single plate</i>	<i>18/20</i>				
FLOORS, depth and thickness of Floor Plates <i>at mid line for 1/2 length amidships</i>	<i>6</i>					Can the Rudder be unshipped afloat?	<i>Yes</i>				
" " in way of Engines and Boilers	<i>6/20 7/16</i>					KEELSONS AND STRINGERS.					
" " thickness at the ends of vessel	<i>6</i>					CENTRE LINE KEELSON, Vertical Plates above					
" " depth at 1/2 the half breadth, as per Rule	<i>Floors on every frame</i>					" " Through Plate, or Intercoastal Plate					
" " height extended at the Bilges	<i>6</i>					" " Rider Plate					
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>6</i>					" " Bull Plate to Intercoastal Keelson					
" " state if flanged (top & bottom)	<i>No flanging</i>					" " Horizontal Plates on Floors					
" " Spacing	<i>22</i>					" " Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>32</i>	<i>8</i>	<i>32</i>	<i>8</i>	SIDE KEELSON, Angles						
" " Angles, Top	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" " Bull or Plate above floors for						
" " Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	" " Intercoastal Plate for						
SIDE GIRDERS, number on each side & thickness	<i>One</i>	<i>6</i>	<i>One</i>	<i>6</i>	" " Attached to outside plating with Angle						
" " state if flanged (top & bottom)	<i>No flanging</i>					BILGE KEELSON, Angles					
" " Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	" " Bull or Plate above floors for <i>80' lng.</i>	<i>8"</i>	<i>8"</i>	<i>8"</i>	<i>8"</i>		
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>2 1/2</i>	<i>2 1/2</i>	<i>6</i>	<i>2 1/2</i>	" " Intercoastal Plate for	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	
" " Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>6</i>	<i>3 1/2</i>	" " Attached to outside plating with Angle	<i>5 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>5 1/2</i>	<i>3 1/2</i>	
" " Floors	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	2 BILGE STRINGERS Angle <i>(one) R.Q.D.</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>5 1/2</i>	<i>3 1/2</i>	
" " Height of Floors at the Bilges	<i>3-6 1/2</i>			<i>3-6 1/2</i>	" " Bull Plate for						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>32</i>	<i>8</i>	<i>32</i>	<i>8</i>	" " Intercoastal Plate for <i>full</i> length	<i>9</i>	<i>7/20</i>	<i>9</i>	<i>7/20</i>		
" " thickness in Engine and Boiler space		<i>10/20</i>		<i>10/20</i>	" " Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	
" " Remainder in Holds		<i>8/20</i>		<i>8/20</i>	2 SIDE STRINGERS Angle <i>(one) Main Dk</i>	<i>5</i>	<i>3</i>	<i>8-7</i>	<i>5</i>	<i>3</i>	
BEAMS, Main and Raised Quarter Deck, Single Angle, Bull Angle, Plate or Tee Bull	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	" " Bull or Intercoastal Plate for <i>full</i> lng.	<i>8 1/2</i>	<i>7</i>	<i>8 1/2</i>	<i>7</i>		
" " Angles on Upper Edge					" " Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	
" " Spacing	<i>22</i>			<i>22</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>72</i>	<i>9</i>	<i>72</i>	<i>9</i>		
BEAMS, Lower Deck, Single Angle, Bull Angle, Plate or Tee Bull					" " Angle on ditto <i>Main Dk</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
" " Angles on Upper Edge					" " Tie Plates fore & aft, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>		
" " Spacing					" " Diagonal Tie Plates on Bms, No. of Pairs						
BEAMS, Hold, Plate or Tee Bull					" " Main Dk* Iron or Steel for <i>full</i> lng.	<i>6/16 5/16</i>		<i>6/16 5/16</i>			
" " Angles on Upper Edge					" " R. Q. Dk* Iron or Steel for <i>full</i> lng.	<i>6/16 5/16</i>		<i>6/16 5/16</i>			
" " Spacing					" " Wood Deck, Material & thickness	<i>No wood deck laid</i>					
BEAMS, Peep Deck, Angle, Bull Angle, Plate or Tee Bull					Lower Deck Stringer Plate, breadth and thickness						
" " Angles on Upper Edge					" " Angles on ditto, No.						
" " Spacing					" " Tie Plates, outside Hatchways						
BEAMS, Bridge or Pt. Awing Deck, Angle, Bull Angle, Plate or Tee Bull	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	" " Deck* Material and thickness						
" " Angles on Upper Edge					Hold Stringer Plate						
" " Spacing	<i>44</i>			<i>44</i>	" " Angles on ditto, No.						
BEAMS, Forecastle Deck, Angle, Bull Angle, Plate or Tee Bull	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	Peep Deck Stringer Plate, breadth & thickness						
" " Angles on Upper Edge	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" " Angle on ditto						
" " Spacing	<i>44</i>			<i>44</i>	" " Tie Plates						
PILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2 x 3 1/2 S=44</i>	<i>2 1/2 x 3 1/2 S=44</i>		<i>2 1/2 x 3 1/2 S=44</i>	" " Deck, Material and thickness	<i>PP</i>			<i>5" x 3"</i>		
" " Hold					Forecastle Deck Stringer Plate, brdth & thcknss	<i>30</i>	<i>5</i>	<i>30</i>	<i>5</i>		
" " Quarter, 'tween Dks., Large brackets at hatched sides	<i>2 1/2 x 3 1/2 S=44</i>	<i>2 1/2 x 3 1/2 S=44</i>		<i>2 1/2 x 3 1/2 S=44</i>	" " Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
" " in Hold					" " Tie Plates <i>Placed under windlass</i>	<i>9</i>	<i>6</i>	<i>9</i>	<i>6</i>		
WEB FRAMES, In Fore Body, No. and Spacing					" " Deck, Material and thickness	<i>PP</i>			<i>5" x 3"</i>		
" " Breadth & Thickness					* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.						
" " No. of Side Stringers					BULKHEADS.						
WEB FRAMES, In E. & R. Space, No. & Spacing					Number.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.	
" " Breadth & Thickness					In Vessel.	Per Rule.	Size.	Spacing.	Inches.	Inches.	
WEB FRAMES, In After Body, No. and Spacing					W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>6-5</i>	<i>6 1/2 x 3 1/2</i>	<i>30</i>	Single Dec
" " Breadth & Thickness					Additional B.H. for Deep Tank	<i>7</i>			<i>8 x 3 1/2</i>	<i>24</i>	Single Dec
" " No. of Side Stringers					PARTITION				<i>8 x 3 1/2</i>	<i>22</i>	
" " Size of Angles or Tee Bars to Web Frames					LONGITUDINAL, (Deep Tank)	<i>7</i>			<i>7 x 3 1/2</i>	<i>22</i>	
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness					Are the outside Plates doubled two spaces of Frames in length?						<i>Not quite</i>
					Are the Sluice Valves and Watertight Doors in efficient working order?						<i>Yes</i>

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES Ordinary or Joggled?				BUTTS.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Triple and for what Length.	Diam.	Spacing or to cr.	Double or Triple and for what Length.
FLAT PLATE KEEL	42	11	9	9	42	11	9	9	Double	5 1/2	7/8	3 3/8	Double	5 1/2	7/8	3 3/8
GARBOARD OF A STRAKE	54	9	8	8	54	9	8	8	"	4 1/2	3/4	3 3/8	J+Double	3/4	2 3/8	3 3/8
B "	60	8	8	8	60	8	8	8	"	"	"	Q.J+D	"	"	10 1/2 7/8 5/8	"
C "	46	9	8	9	46	9	8	9	"	"	"	J+Double	"	"	7 3/8 5/8	"
D "	54	9	8	8	54	9	8	8	"	"	"	Q.J+D	"	"	10 1/2 7/8 5/8	"
E "	51	8	7	7	51	8	7	7	"	"	"	Q.J+D	"	"	"	"
F "	62	8	7	7	62	8	7	7	"	6	1	3 3/8	Q.J+D	"	"	"
G "	36	16	8	7	35	10	8	7	Double at 6	1	3 3/8	Q.J+D	1	3 1/2	14 1/2 9 5/8	"
H "	Increased in line of doubling at Break + Bridge Front. See Special Plan.															
I "	Midship thickness to Collision Bulkhead															
J "																
K "																
L "																
M "																
N "																
O "																
P "																
DOORS OF FLAT PLATE KEEL																
Length and thickness of Strake below																
PEOP SIDES																
RAISED QUARTER DECK SIDES	10-7															
BRIDGE SIDES	11-6															
FORECASTLE SIDES	5															
LENGTHS OF PLATING	Eight frame spaces.															

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.?
Open hearth process.
 Steel plates: - Consist of 3 Durham. BV & C?
 Steel angles: - Consist of 3 Durham. Dorman, Palmer
 Iron plates: - South Durham.
 Has the Steel been tested as required by the Rules? *Yes.*

FRAMES extend in one length from *Centre Line* to *Margin Plate* & thence to gunwale, state if ordinary or joggled. *ordinary*
REVERSED FRAMES on floors and frames extend from *Centre Line* to *Margin Plate* state if ordinary or joggled. *ordinary*
Frame legs = bulk angle.

MASTS, SPARS, &c.

LOWER MASTS.	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hoists.		Heel.	Number.	Size.	Seams.	Butts.
Fore	Steel	55'-0"	10" x 9/16"	13" x 5/16"	13 1/2" x 3/8"	11 x 20	Iron	✓	✓	Single	Double & D.
Main	Steel	52'-8"	D°	D°	D°	D°	D°	✓	✓	D°	D°
Mizen	Wood										

Topmasts, Yards and Remainder of Spars *Pine*
 Rigging, Material and Size, Shrouds *Galvanized steel wire 3" x 2 1/2". Stays 3 3/4" 2 3/4" x 2 1/2"*
 Sails. *One* Suit of *Schooner* Sails and the following spare sails.

EQUIPMENT No. 12536 LETTER K

ANCHORS. *Mechanical Tests: - 3. 5. 17. 6. 07*

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.			
4207	1st Bower	19	1	6	19	1	6	19	1	6	19	1	6	Green's Quick Grip	J.P.H.C.H. 16-7-08	
4208	2nd "	19	0	18	19	0	18	19	0	18	19	0	18	D°	D°	
4209	3rd "	16	1	26	16	1	26	16	1	26	16	1	26	D°	D°	
	Collective weight	54	3	22	54	3	22	54	3	22	54	3	22			
4210	Stream	5	1	0	5	1	0	5	1	0	5	1	0	Corrosion	D°	
4211	Kedge	2	2	18	2	2	18	2	2	18	2	2	18	D°	D°	

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Table 22.	Fathoms and Size Per Table 22.
				Supplied.	Per Table 22.									
4893	210	1 1/2	37 1/2	185 3/4	185 3/4	210-1 1/2	Shel & Green Link	J.P.H.C.H. 16-7-08	Staffordshire. J.H. Dwyer	LOWLINE	90	3	18	90-3
										HAWSER	90	2 1/2	9 1/2	
										WARP	90	1 1/2	5 1/2	
	60	3/4	22	-	-	60-3/4	-	-	-	Manilla	3	1/2	5	90-6

Steel wires certified by Dawson & Usher Ld.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Table 22.	Fathoms and Size Per Table 22.
				Supplied.	Per Table 22.									
4893	210	1 1/2	37 1/2	185 3/4	185 3/4	210-1 1/2	Shel & Green Link	J.P.H.C.H. 16-7-08	Staffordshire. J.H. Dwyer	LOWLINE	90	3	18	90-3
										HAWSER	90	2 1/2	9 1/2	
										WARP	90	1 1/2	5 1/2	
	60	3/4	22	-	-	60-3/4	-	-	-	Manilla	3	1/2	5	90-6

Boats Two Lifeboats 19'-0" One Dinghy 15'-0" also one small pump for fore peak.

Pumps Number One Ordinary Down ton (tail 2 1/2) diameter of Barrel 4 1/2 State whether they are in efficient working order *Yes.*

Windlass is Emerson Walker & Thompsons Captain Three steam winches.

Engine Room Skylights. How constructed? *Shel plates & angles: - 7'-9" above Raised Quarter Deck.*

What arrangements for deadlights in bad weather? *Shel Flaps & Bullseyes*

Coal Bunker Opening. How constructed? *Plates & angles: - 3 1/2" supports each side forward. 3'-0" x 1'-8 1/2" each side aft.*

Number of Scuppers and number and dimensions of Freeing Ports, &c. *3 freeing ports each side forward 3'-0" x 1'-8 1/2" each side aft 3'-0" x 1'-8 1/2"*

Ceiling in Holds thickness and material *at bilges only: 2 1/2" pine ceiling 'tween Decks, thickness and material. None*

Cargo Hatchways. How formed? *Usual construction. plates & angles. Hatches.* If strong and efficient? *3" pine*

State size No. 1 Hatch (Forward) 14'-8" x 17'-0" **No. 2 Hatch** 27'-6" x 19'-11" **No. 3 Hatch** 29'-4" x 19'-4" **No. 4 Hatch**

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 hatch = one bridge beam. No. 2 & 3 hatches = 3 webs. Three fore & afters of wood in all hatches.*

Bulwarks height above deck and description *4'-8" x 4'-2" x 5'-0"* Main Rail and Stays, material and size *Bangle 5 x 3 x 7/30*

The above is a correct description.

Builder's Signature (here only). *J. C. Smith* Surveyor's Signature *J. S. Smith* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case.)
 M-2nd Mar 1908. M-3rd Mar. M-23rd Mar. E-23rd Mar. M-6th July. M-27th July 1908

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & overlapped.*

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 faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *Very few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *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.) *This vessel has been constructed in accordance with the approved plans, The Secretary's Letters as mentioned above & in other respects in compliance with the requirements of the Rules. The material & workmanship are good.*

With regard to the depth of the vessel attention is directed to the Letter addressed to the Secretary dated 28th July 1908.

The freeboard assigned in the Secretary's Letter dated 29th July 1908 has been duly marked & verified on the vessel's side. Sunderland Freeboard Report No. 23774.

This is a duplicate vessel to SS "Knoctingly" No. 125 by the same Builders. Sunderland 1st Embay Report No. 23325, with the following exceptions:— in the present case there are 6 bulkheads, a deep tank amidships. No. 2 & 3 hatchways are of greater width & no ceiling is fitted on the tank top except at the bilges, no sparring is fitted in the holds.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *4*, R.Q.D. or Break *97.75* ft., Bridge Dk. *12.83* ft., F'castle *23.62* 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). *One Dth (Iron) Deep framing. Well Deck.*

Official No. *123953*; Signal Letters *Thermachinery is fitted off.*

How are the surfaces preserved from oxidation? Inside *Coment. paint & bitumastic* 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.				Midship deep tank,			
Double bottom, if under Boilers only.				Other tanks, if fitted.			
Double bottom, forward.	124'-8"	221 1/2		(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. *423* 1908:—*Feb. 6, 10, 12, 18, 23, 26, Apr. 1, 3, 7, 14, 16, 23, 28, May 1, 4, 6, 9, 11, 15, 18, 21, 22, 26, 28, 29, June 2, 4, 10, 12, 13, 15, 16, 18, 20, 23, 29, July 1, 2, 6, 9, 15, 17, 20, 24, 22, 24, 24, 28, 30, Aug. 5, 6, 10, 13, 14.*

Date *25-2-08*

No. *129* in builder's yard.

The amount of Entry Fee *£ 3 : 0 : 0* Fees applied for, *22-8* 1908

special *£ 37.12 : 0* Received by me, *25/2/08*

Travelling Expenses, if any *£*

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

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

With or without Freeboard, as condition of Class *Vessel to be surveyed exclusively carrying coal, iron or wood when without cargo ballast.*

Surveyor to Lloyd's Register of British and Foreign Shipping. *J. S. Smith*

Committee's Minute *TUES. 25 AUG 1908*

Character assigned *100 A1 subject*

Lloyds accp thme 8.08

W.

Cert received 4/6/08

W247 610222