

for 2 Dks., R.Q.Dk.,
and Pt. Awng, Dk.

IRON OR STEEL STEAMER.

No. 3904

State of Report is also sent on the Machinery of the Vessel *Yb*

Received at London Office *L.H.K. 7 JUL 1904*

Date of completion of Report *July 1904*

Port of *Middlesbrough*

Date, First Survey *15th January 1904* Last Survey *29th June 1904*

Rig *Schooner*

Survey held at *Stockton*

On the *steel screw steamer Grane (Yard No 406)*

TONNAGE under
Tonnage Deck... *1470.99*
Do. of Poop *70.56*
Do. of Raised Qr. *96.51*
Do. of Break...
Do. of Bridge House
Do. of Forecastle *338.94*
Do. of Houses on Deck *31.91*
Do. of excess of Hatchways *24.18*
Do. above Crown of
Engine Room *2033.09*
Gross Tonnage *62.01*
Crew Space
above Crown of
Engine Room *1971.08*
ENGINES FOR FEES...
Engine Room *650.59*
Navigation Spaces *25.45*

ONE OR TWO DECKED VESSEL.

CLASS *100 A.1. Awng. Dk. with 7 ft.*

Half Breadth (moulded) *19.00*
Depth from upper part of Keel to top of Main Deck Bms. *20.79*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *36.16*
1st Number *75.95*
Length on deck from after part of stem to fore part of stern post *268.5*
2nd Number *20392*
Proportions—Breadths to Length *7.06*

Depths to Length—Main Deck to top of Keel *12.91*

Destined Voyage *Mediterranean via London* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

Master *Giles Helyer*

Year of appointment *1883*
(1) As master in service of
owner of present vessel.
(2) As master of this
vessel.

Built at *Stockton*

When built *1904* Launched *29th April 1904*

By whom built *Ropner Son*

Owners *General Steam Navigation Co. Ltd.*

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

Residence *London*

Port belonging to *London*

LENGTH on Deck as per Rule *268* Feet. *6* Inches. BREADTH—Moulded *38* Feet. *0* Inches. DEPTH—Actual—Top of Floor to top of Main Deck Beams *17* Feet. *9* Inches. No. of Decks with Flat laid *Two* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, Length, *270.5* breadth, *38.2* depth, *17.8* Moulded Depth, *20* ft. *0* ins. Round of Beam, Actual *9.5* 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>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness					
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	STEM, moulding and thickness	<i>9x2.5</i>			<i>9x2.5</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>9x5.5</i>			<i>9x5.5</i>	
" " at intermdt. Bkts.						" for Propeller	<i>9x5.5</i>			<i>9x5.5</i>	
acing of Frames from centre to centre	<i>24</i>			<i>24</i>		MAIN PIECE of Rudder, diameter at head	<i>7.5</i>			<i>7.5</i>	
EVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	do. at heel	<i>5.5</i>			<i>5.5</i>	
EEP FRAMING, depth of girder						RUDDER, how constructed <i>Single Plate Compound Forged Steel</i>					
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						Can the Rudder be unshipped afloat? <i>Yes</i>					
" in way of Engines and Boilers						KEELSONS AND STRINGERS.					
" thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" depth at $\frac{1}{2}$ the half breadth, as per Rule						" Rider Plate					
" height extended at the Bilges						" Bulb Plate to Intercoastal Keelson					
DOORS & BRACKETS, in Cell Dble Bottoms	<i>36</i>		<i>7</i>	<i>36</i>	<i>7</i>	" Horizontal Plates on Floors					
" state if flanged (top & bottom)	<i>70</i>					" Angles					
" Spacing	<i>24</i>			<i>24</i>		SIDE KEELSON, Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>36</i>		<i>9</i>	<i>36</i>	<i>9</i>	" Bulb or Plate above floors for lng.					
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>9</i>	" Intercoastal Plate for length					
" Bottom	<i>5.5</i>	<i>4</i>	<i>9</i>	<i>5.5</i>	<i>4</i>	" Attached to outside plating with Angle					
DE GIRDERS, number on each side & thickness state if flanged (top & bottom)	<i>One</i>		<i>7</i>	<i>One</i>	<i>7</i>	BILGE KEELSON, Angles					
" Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	" Bulb or Plate above floors for lng.					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>26</i>		<i>8</i>	<i>26</i>	<i>8</i>	" Intercoastal Plate for length					
" Angles to Outside Plating	<i>3.5</i>	<i>3.5</i>	<i>8</i>	<i>3.5</i>	<i>8</i>	" Attached to outside plating with Angle					
" Floors	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>7</i>	BILGE STRINGER Angles					
" Height of Floors at the Bilges	<i>47</i>		<i>47</i>			" Bulb Plate for length					
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>26</i>		<i>8</i>	<i>26</i>	<i>8</i>	" Intercoastal Plate for length					
" thickness in Engine and Boiler space			<i>8.4</i>		<i>8.4</i>	" Attached to outside plating with Angle					
" Remainder in Holds			<i>7</i>		<i>7</i>	SIDE STRINGER Angles					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	" Bulb or Intercoastal Plate for lng.					
" Angles on Upper Edge	<i>24</i>			<i>24</i>		" Attached to outside plating with Angle					
" Spacing						Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>38x35</i>	<i>10.5</i>		<i>38x35</i>	<i>10.5</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>10</i>		<i>10</i>		<i>10</i>	" Angle on ditto	<i>4x4</i>	<i>9</i>		<i>4x4</i>	<i>9</i>
" Angles on Upper Edge	<i>3.5</i>	<i>3.5</i>	<i>7</i>	<i>3.5</i>	<i>7</i>	" Tie Plates, outside Hatchways	<i>4x4.5</i>	<i>9</i>		<i>4x4.5</i>	<i>9</i>
" Spacing	<i>48</i>		<i>48</i>			" Diagonal Tie Plates on Bms., No. of Pairs					
BEAMS, Hold, Plate or Tee Bulb						" Main Dk. Iron or Steel for whole lng.					
" Angles on Upper Edge						" R.Q. Dk. Iron or Steel for whole lng.					
" Spacing						" Wood Deck, Material & thickness					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>	Lower Deck Stringer Plate, breadth and thickness	<i>35</i>	<i>9</i>		<i>35</i>	<i>9</i>
" Angles on Upper Edge	<i>24</i>			<i>24</i>		" Angles on ditto, No.	<i>4x4</i>	<i>9</i>		<i>4x4</i>	<i>9</i>
" Spacing						" Tie Plates, outside Hatchways	<i>14</i>	<i>10</i>		<i>14</i>	<i>10</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>3</i>	" Deck* Material and thickness	<i>Five</i>			<i>3</i>	
" Angles on Upper Edge	<i>48</i>		<i>48</i>			Hold Stringer Plate					
" Spacing						" Angles on ditto, No.	<i>24</i>	<i>7</i>		<i>24</i>	<i>7</i>
BEAMS, In 'tween Decks, Size and Spacing	<i>3.4</i>		<i>48</i>		<i>48</i>	Poop Deck Stringer Plate, breadth & thickness	<i>35x3</i>	<i>7</i>		<i>35x3</i>	<i>7</i>
" Hold	<i>4</i>		<i>48</i>		<i>48</i>	" Angle on ditto	<i>10</i>	<i>7</i>		<i>10</i>	<i>7</i>
" Quarter, 'tween Dks.,						" Tie Plates					
" in Hold						" Deck, Material and thickness	<i>Iron</i>			<i>5.6</i>	
WEB FRAMES, In Fore Body, No. and Spacing	<i>Three Pairs as on Profile</i>					Forecastle Deck Stringer Plate, brdth & thcknss	<i>34</i>	<i>7</i>		<i>34</i>	<i>7</i>
" No. of Side Stringers	<i>One</i>	<i>10.5</i>	<i>8.7</i>	<i>One</i>	<i>10.5</i>	" Angle on ditto	<i>4x4</i>			<i>4x4</i>	
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>Four Pairs 4.65 ft. spaces apart</i>					" Tie Plates					
" Brdth. & Thickness	<i>15</i>		<i>8.7</i>	<i>15</i>		" Deck, Material and thickness	<i>Iron</i>			<i>5.6</i>	
WEB FRAMES, In After Body, No. and Spacing	<i>Seven Pairs 6.4 ft. spaces apart</i>					Longitudinal					
" Brdth. & Thickness	<i>15</i>		<i>8.7</i>	<i>15</i>		Are the outside Plates doubled two spaces of Frames in length? <i>Diamond Shape</i>					
" No. of Side Stringers	<i>Two</i>	<i>15</i>	<i>8.7</i>	<i>Two</i>	<i>15</i>	Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>					
" Size of Angles or Tee Bars to Web Frames	<i>3</i>	<i>3</i>	<i>7.6</i>	<i>3</i>	<i>7.6</i>						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Diam.			Spacing or to or.	Diam.		Spacing or to or.	Breadth.	Thickness.	Breadth.	Thickness.	For what Length.
FLAT PLATE KEEL (If Bar Keel, state Riveting)	40	16	12	12	40	16	Double	6	1	4	3/4	1	3 1/2	14	14	14	14	14	
GARBOARD OR A STRAKE	45	12	11	12	45	12	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
B " State actual thickness in way of Double Bottom.	66	10	8	10	66	10	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
C "	66	10	9	12	—	10	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
D "	54	11	9	11	—	11	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
E "	46	12	10	12	—	12	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
F "	54	10	8	10	—	10	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
G "	46	11	9	9	—	11	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
H "	54	10	8	8	—	10	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
J " Maggins	42	13 1/2	10	10	42	13 1/2	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
K " Raper	52 1/2	11 1/2	7	7	—	11 1/2	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
L "	42	12	7	—	—	12	Do	5 1/4	3/8	3 3/4	3/4	1	3 1/2	14	14	14	14	14	
M "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
N "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
O "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
P "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
DOUBLING of Flat Plate Keel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Length and thickness of Bilges	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Length and thickness of Sheerstrakes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Length and thickness of Strake below	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
POOP SIDES	—	—	—	—	7	—	Single	2 1/2	3/4	3	Double	3 1/2	2 1/2	9 1/4	9	9	9	9	
RAISED QUARTER DECK SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
BRIDGE SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
FORECASTLE SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
LENGTHS OF PLATING	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

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. *Chiemens-Martin Process.*

Has the Steel been tested as required by the Rules *Yes.*

Main Stringer Plate Butts, treble riveted for *half* length amidship. Straps, single, double or overlapped for *full* length amidship.

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *Double*

Inner Bottom Plating, riveting of Edges *Single* Butts *Double*

Centre Girder Butts *Double* riveted. Keelson Butts, *Double* riveted.

Frames, riveted through Plates with *3/8* in. Rivets, about *6 1/2* apart.

Rivets, state whether of Iron or Steel *Iron.*

FRAMES extend in one length from *Middle Line* to *Starboard* & *Port* side & thence to *gunwale* state if ordinary or jogged *Ordinary*

REVERSED FRAMES on floors and frames extend from *Main Deck* to *Main Deck* & *alternately* - All state if ordinary or jogged *Do*

Boop or abate aft of keel to Main Deck for 1/2 length from stem

MASTS, SPARS, &c.											
LOWER MASTS....	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	60-6	25 x 2 1/2	20 x 1 1/2	18 x 1 1/2	18 x 1 1/2	Two	—	—	Single	Treble
Main	Do	54-9	21 x 2 1/2	16 x 1 1/2	16 x 1 1/2	14 x 1 1/2	Two	—	—	Do	Do
Mizen	—	—	—	—	—	—	—	—	—	—	—

Bowsprit

Topmasts, Yards and Remainder of Spars *Pitchpine.*

Rigging, Material and Size, Shrouds *3/8* galvanized steel wire & Manila. Stays *Fore stays, 1/2 in. Main stays, 4 in.*

Sails. *One complete* Suit of *one* left. Sails and the following spare sails.

Equipment No. *23064* Letter *R.*

Tonnage U.Dk. or Plating No. for Trawlers

ANCHORS.																	
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.
51521	1st Bower ..	37	3	13	Stockless	34	8	0	14	37	2	0	Halls (C. Head)	At Kingly Bond	29.4.04		
51522	2nd " ..	37	2	7	Do	34	4	1	14	37	2	0	Do	Do	29.4.04		
51544	3rd " ..	25	2	4	6	1	26	25	5	3	21	31	3	0	Rodgers	Do	30.4.04
	Collective weight	107	1	22	—	—	—	—	—	—	—	—	—	—	—	—	
51543	Stream	9	2	20	2	1	21	11	15	2	14	9	2	0	Ordinary	At Kingly Bond	30.4.04
51504	Kedge	4	3	10	1	1	10	7	5	0	0	4	3	0	Do	Do	15.4.04

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 22.				
	Length.	Diam.		Supplied.	Per Table 22.	Length.	Diam.					Length.	Cir.		Length.	Cir.			
37070	120	1 1/2	53 1/2	116	1.20	370	1.22	240	1 1/2	Standing	At Kingly Bond	90	3 1/2	26	90	3 1/2			
37071	120	1 1/2	53 1/2	116	0.21	—	—	—	Do	Do	Do	90	2	7	90	6			
	—	—	—	372.2	13	—	—	—	—	—	—	—	—	—	—	—			
Iron Stream Chain or Steel Wire	75	1 1/2	30 1/2	44	3.18	43	1.9	75	1 1/2	Standing	At Kingly Bond	90	5	—	90	5			

Boats *Two Life Boats (23 ft). One Jolly Boat (18 ft) One gig (18 ft) One dinghy (16 ft).*

Pumps, Number *Two Hand Pumps in each Hold* Diameter of Barrel *5* State whether they are in efficient working order *Yes.*

Windlass is *Imperial Walker & Thompson Bow L (Steam)* Capstan *Eight Steam 4 inches.*

Engine Room Skylights.—How constructed? *Steel Plate Ranges.*

What arrangements for deadlights in bad weather? *Iron Flaps and Bull's Eyes.*

Coal Bunker Openings.—How constructed? *Steel Plate & Bars* How are lids secured? *Hatch bars* Height above deck? *39 1/2 in.*

Number of Scuppers and number and dimensions of Freeing Ports, &c. *Four pairs way of raising 2' Deck (18 x 36).*

Ceiling in Holds, thickness and material *3 Amer. Pine & Baltic Pine.* Cargo Battens, thickness and material *2" Pine.*

Cargo Hatchways.—How formed? *Steel Plate Ranges.* Hatches.—If strong and efficient? *2 1/2 in.*

State size No. 1 Hatch (Forward) *11' 0" x 14' 0"* No. 2 Hatch *30' 0" x 14' 0"* No. 3 Hatch *16' 0" x 14' 0"* No. 4 Hatch *20' 0" x 14' 0"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One Web Plate & three Iron Fox Sappers in each except No. 2 in which there are four web & three fox sappers.* No. of Breasthooks *Seven.* No. of Crutches *Three.*

Bulwarks, height above deck and description *48' Iron Plate & Stanchions.* Main Rail and Stays, material and size *6 x 3 x 1/2 RA & 7 x 1/2 Bull & 1/2.*

The above is a correct description *per pro. ROPNER & SON,* Surveyor's Signature *Octavio Harbeck*

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

IF LAPPED.	
Breadth.	For what Length.
Inches.	Feet.
14	—
9 1/2	Whole

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case). 8 Jan 04 (M). 18 Jan 04 (E). 27 Jan 04 (M). & 22 June 04 (M). 9 Dec 03 (M).

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

to plate, &c., conform well to each other? Yes

from the faying surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? A few, at butts only.

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)?

State results of tests.

General Remarks (State quality of workmanship, &c.) This steel screw steamer has been built in accordance with the approved plans of midship section & Profile as amended, the Secretary's letters of the above mentioned dates bearing upon the case, and in other respects as required by the Rules and circulars for the class contemplated.

The workmanship is good throughout.

She has a Bilge Keel formed of Bulb plate 10 x 5/16 & two angles 3 1/2 x 3 1/2 x 1/2, fitted for a length of about 100 feet.

The vessel has been dry-docked since leaving the Builders' Wharf.—see letter from Hpl Surveyors enclosed.

See Plans enclosed herewith.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.75 ft., R.Q.D. or Break 66.0 ft., Bridge Dk. 177.25 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

Poop, R.Q.D. and F'castle deck joined, as shown on Plans.

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) 1st (steel) & 2nd (wood) & 3rd (wood) & 4th (wood) & 5th (wood) & 6th (wood) & 7th (wood) & 8th (wood) & 9th (wood) & 10th (wood) & 11th (wood) & 12th (wood) & 13th (wood) & 14th (wood) & 15th (wood) & 16th (wood) & 17th (wood) & 18th (wood) & 19th (wood) & 20th (wood) & 21st (wood) & 22nd (wood) & 23rd (wood) & 24th (wood) & 25th (wood) & 26th (wood) & 27th (wood) & 28th (wood) & 29th (wood) & 30th (wood) & 31st (wood) & 32nd (wood) & 33rd (wood) & 34th (wood) & 35th (wood) & 36th (wood) & 37th (wood) & 38th (wood) & 39th (wood) & 40th (wood) & 41st (wood) & 42nd (wood) & 43rd (wood) & 44th (wood) & 45th (wood) & 46th (wood) & 47th (wood) & 48th (wood) & 49th (wood) & 50th (wood) & 51st (wood) & 52nd (wood) & 53rd (wood) & 54th (wood) & 55th (wood) & 56th (wood) & 57th (wood) & 58th (wood) & 59th (wood) & 60th (wood) & 61st (wood) & 62nd (wood) & 63rd (wood) & 64th (wood) & 65th (wood) & 66th (wood) & 67th (wood) & 68th (wood) & 69th (wood) & 70th (wood) & 71st (wood) & 72nd (wood) & 73rd (wood) & 74th (wood) & 75th (wood) & 76th (wood) & 77th (wood) & 78th (wood) & 79th (wood) & 80th (wood) & 81st (wood) & 82nd (wood) & 83rd (wood) & 84th (wood) & 85th (wood) & 86th (wood) & 87th (wood) & 88th (wood) & 89th (wood) & 90th (wood) & 91st (wood) & 92nd (wood) & 93rd (wood) & 94th (wood) & 95th (wood) & 96th (wood) & 97th (wood) & 98th (wood) & 99th (wood) & 100th (wood)

Official No. 118.457; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Portland 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 System

Where fitted.	Length.		Water Capacity.	Where fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	74	118		Fore peak tank,	16.5	72	
Double bottom, under Engines and Boilers,				After peak tank,	12	28	
Double bottom, # under Engines only,	18	40		Deep tank, aft			
Double bottom, # under Boilers only,	20	45		Deep tank, forward			
Double bottom, forward,	110	205		Other tanks, if fitted,			

* 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. 633

Date

No. 406 in builder's yard.

DATES OF SURVEYS held while building

Jan. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Feb. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Mar. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Apr. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. June 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Aug. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Sept. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Total No. of Visits. 100

The amount of Entry Fee£ 4: = : =

Special.....£ 44: 5: 6

Travelling Expenses, if any £ : : :

Fees applied for,

5 July 1904

Received by me,

5 July 1904

Certificate to be sent to this office

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A 1 Steel P. Awg. L. A. & P. Octavius Harbets

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

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

Committee's Minute

TUES. 12 JUL 1904

Character assigned

100 A 1 Steel
p. awg. dk with fbd 5. 9' 11"

Lloyds at 6.0

+ L.M. 6.04

14' 0"
cept
Bull 26
Shipping.

Certificates Issued.
12/7/04.

W466-0129 (2/2)