

3 Decks IRON OR STEEL STEAMER.

WED. 19 SEP 1906

Received at London Office

Date of completion of report 18 September 1906
 Survey held at Newcastle
 On the Steel Steamer "Sakharah"
 State of Report is also sent on the Machinery of the Vessel
 Port of Newcastle-on-Tyne
 Date, First Survey 19 January 1906
 Last Survey 13 Sept. 18 1906
 Rig Schooner
 Master - Kopp
 Year of appointment 18 1906

TONNAGE under
 Tonnage Deck... 4448.34
 Do. between Tonnage Dk. 1 and 3rd and 4th Dk. 4448.34
 Total under Upper Dk. 4448.34
 Do. of Poop
 Do. of Bridge House
 Do. of Forecastle
 Do. of House on Dk.
 Do. of excess of Hatchways
 Do. above Crown of Engine Room... 4691.30
 Gross Tonnage 1954.66
 Less Crew Space
 Less above Crown of Engine Room... 4563.64
 Tonnage for Fees... 1501.22
 Less Engine Room
 Less Navigation Spaces 51.62
 Register Tonnage 3000.80
 as cut on Beam...

THREE DECKED VESSEL.
CLASS 100-A-1.
 Half Breadth (moulded) 25.84
 Depth from upper part of Keel to top of Upper Deck Beams 30.49
 Girth of Half Midship Frame (as per Rule) 53.08
 deduct 7 feet... 109.44
 1st Number 102.44
 Length on deck from after part of stem to fore part of stern post 398.08
 2nd Number 40.898
 Proportions—Breadth to Length 7.69
 Depth to Length—Upper Deck to top of Keel 12.92
 Main Deck ditto 17.43
 Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock

Built at Newcastle
 When built 1906 Launched 3rd August
 By whom built W. & A. Armstrong & Co. Ltd.
 Owners Deutsche Dampfschiffahrts Gesellschaft
 Managers
 Residence Hamburg
 Port belonging to Hamburg
 No. of Decks with flat laid 3
 No. of Tiers of Beams 3 deep Frames
 Round of Upper Dk. Beam, Actual 12 1/2 ins.

LENGTH on Deck as per Rule 398
BREADTH Moulded 51 9
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 24 0
 Do. Main Dk. Beams 29 9
 Moulded depth, ft. 29 ins. 9 To Upper Dk.

FRAMING.				FORGINGS OR CASTINGS.			
	Inches in Ship	Inches 20ths in Ship	Inches 20ths per Rule or as Approved		Inches in Ship	Inches 20ths in Ship	Inches 20ths per Rule or as Approved
FRAME, Angles, or L, E or F Bars for 1/2 length amidships	6 3/2	10 6	3 1/2 10	KEEL, Bar or Side Plates, depth and thickness	11 1/2	3 1/8	11 1/2
Do. for 1/2 at each end	6 3/2	9 6	3 1/2 9	STEM, moulding and thickness	11 1/2	3 1/8	11 1/2
Do. in way of Double Bottoms at Solid Floors	6 3/2	10 6	3 1/2 10	STERN-POST for Rudder do. do.	11 1/2	3 1/8	11 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	25	25	25	for Propeller	10	3 1/2	10
REVERSED FRAME, Angles	4 1/2	11 4	3 1/2 11	MAIN PIECE of Rudder, diameter at head	9 1/2	9 1/2	9 1/2
DEEP FRAMING, depth of girder	4 1/2	11 4	3 1/2 11	do. at heel	9 1/2	9 1/2	9 1/2
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	6 5/2	8 1/2	6 5/2 8	RUDDER, how constructed	Forged Steel, single plate 22 1/2		
in way of Engines and Boilers	6 5/2	8 1/2	6 5/2 8	Can the Rudder be unshipped afloat? Yes			
thickness at the ends of vessel	6 5/2	8 1/2	6 5/2 8	KEELSONS & STRINGERS.			
depth at 1/2 the half breadth, as per Rule	6 5/2	8 1/2	6 5/2 8	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
height extended at the Bilges	6 5/2	8 1/2	6 5/2 8	Rider Plate			
FLOORS & BRACKETS in Cell Dble Bottoms	4 1/2	11 4	3 1/2 11	Bulb Plate to Intercostal Keelson			
Distance apart	4 1/2	11 4	3 1/2 11	Horizontal Plates on Floors			
CENTRE GIRDER, in Double bottom, depth and thickness	4 1/2	11 4	3 1/2 11	Angles			
Angles, Top	4 1/2	11 4	3 1/2 11	SIDE KEELSON, Angles			
Bottom	4 1/2	11 4	3 1/2 11	Bulb or Plate above floors, for length			
SIDE GIRDERS, number on each side & thickness	3 1/2	9 3 1/2	3 1/2 9	Intercostal Plate, for length			
Angles	3 1/2	9 3 1/2	3 1/2 9	Attached to outside Plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	4 1/2	11 4	3 1/2 11	BILGE KEELSON, Angles			
Angles to Outside Plating	4 1/2	11 4	3 1/2 11	Bulb or Plate above floors, for length			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	10 4 1/2	10 4 1/2	10 4 1/2	Intercostal Plate for length			
in Engine and Boiler space	10 4 1/2	10 4 1/2	10 4 1/2	Attached to outside Plating with Angle			
Remainder in Holds	10 4 1/2	10 4 1/2	10 4 1/2	BILGE STRINGER Angles			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	Bulb Plate for length			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Intercostal Plate for length			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Attached to outside Plating with Angle			
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	SIDE STRINGER Angles			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Bulb or Intercostal Plate, for length			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Attached to outside plating with Angle			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	Upper Deck Stringer Plates, br'dth & thickness			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Angle on ditto			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Tie Plates fore and aft, outside Hatchways			
BEAMS, Hold, or Orlop, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	Deck * Iron or Steel, for full length			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Wood Deck, Material and thickness			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Middle Deck Stringer Plate, br'dth & thickness			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	Angles on ditto, No. 2			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Tie Plates outside Hatchways			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Diagonal Tie Plates on Bulk No. of pres.			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	10 3 1/2	10 3 1/2	10 3 1/2	Deck * Iron or Steel, for full length			
Angles on upper edge	10 3 1/2	10 3 1/2	10 3 1/2	Wood Deck, Material and thickness			
Average space	10 3 1/2	10 3 1/2	10 3 1/2	Lower Deck Stringer Plate, br'dth & thickness			
PILLARS, In 'tween Deck, size and spacing	8 3	10 8	3 10	Angles on ditto, No. 2			
Hold	8 3	10 8	3 10	Tie Plates, outside Hatchways			
Quarter 'tween Dks.	8 3	10 8	3 10	Deck * Material and thickness			
in Hold	8 3	10 8	3 10	Hold, or Orlop Stringer Plate, br'dth & thickness			
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness	2 1	9 2 1	9 2 1	Angles on ditto, No. 2			
No. of Side Stringers	2	9 2 1	9 2 1	Tie Plates outside Hatchways			
WEB-FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness	2 1	9 2 1	9 2 1	Deck, Material and thickness			
No. of Side Stringers	2	9 2 1	9 2 1	Poop Deck Stringer Plate, breadth & thickness			
WEB-FRAMES, In After Body, No. and spacing br'dth. & thickness	2 1	9 2 1	9 2 1	Angle on ditto			
No. of Side Stringers	2	9 2 1	9 2 1	Tie Plates			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	1 1/2	10 1 1/2	10 1 1/2	Deck, Material and thickness			
	1 1/2	10 1 1/2	10 1 1/2	Bridge Deck Stringer Plate, br'dth & thickness			
	1 1/2	10 1 1/2	10 1 1/2	Angle on ditto			
	1 1/2	10 1 1/2	10 1 1/2	Tie Plates			
	1 1/2	10 1 1/2	10 1 1/2	Deck, Material and thickness			
	1 1/2	10 1 1/2	10 1 1/2	Forecastle Deck Stringer Plate, br'dth & thickness			
	1 1/2	10 1 1/2	10 1 1/2	Angle on ditto			
	1 1/2	10 1 1/2	10 1 1/2	Tie Plates			
	1 1/2	10 1 1/2	10 1 1/2	Deck, Material and thickness			
	1 1/2	10 1 1/2	10 1 1/2	BULKHEADS.			
	1 1/2	10 1 1/2	10 1 1/2	Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up.			
	1 1/2	10 1 1/2	10 1 1/2	In Vessel, Per Rule, Inches, Inches, Inches, Inches			
	1 1/2	10 1 1/2	10 1 1/2	W. T. BULKHEADS			
	1 1/2	10 1 1/2	10 1 1/2	Partition			
	1 1/2	10 1 1/2	10 1 1/2	Longitudinal			
	1 1/2	10 1 1/2	10 1 1/2	Are the outside Plates doubled two spaces of Frames in length? diagrams plates			
	1 1/2	10 1 1/2	10 1 1/2	Are the Sluice Valves and Watertight Doors in efficient working order? Yes			

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.	Diam.	Spacing or to cr.			Diam.	Spacing or to cr.		Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL.....	18	20	14	14	18	20	Double	1 1/8	5	Quad	1 1/8	4	-	-	16	Full			
(If Bar Keel, state Riveting)	49	16	13	13	42	16	"	5/4	4/8	3 1/2	"	4/8	3 1/8	"	14	1/2			
GARBOARD OR A STRAKE...	40	12	12	13	40	12	"	"	"	"	"	"	"	"	12	"			
State actual thickness in way of Double Bottom.	B	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
C	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
D	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
E	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
F	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
G	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
H	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
J	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
K	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
Shelter	66	14	10	10	66	14	-	-	1	4/8	"	1	3 1/2	"	14	"			
M	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
N	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
O	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
P	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
Q	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
R	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
Double line of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOR SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
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. <i>James Martin Steel</i>										Upper Deck Butts, treble riveted for <i>Full</i> length amidship.									
<i>Consett & Co. Ltd. Newcastle-on-Tyne</i>										Stringer Plate Straps, single, double or overlapped for <i>Full</i> length amidship.									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Middle Deck Butts, treble riveted for <i>Full</i> length amidship.									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Stringer Plate Straps, single, double or overlapped for <i>Full</i> length amidship.									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Inner Bottom Plating riveting of Edges <i>double</i> Butts <i>double</i>									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Centre Girder Butts, <i>double</i> riveted Keelson Butts, <i>double</i> riveted.									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Frames, riveted through Plates with <i>1/8"</i> in. Rivets, about <i>6 1/4"</i> apart.									
<i>Wm. Dorman & Co. Ltd. Middlesbrough</i>										Rivets, state whether Iron or Steel <i>Iron</i>									
FRAMES extend in one length from <i>Keel to Bilge and Bilge to Gunwale</i>																			
REVERSED FRAMES on floors and frames extend from <i>to upper and shelter decks alternately. All to upper deck in after peak</i>																			
MASTS, SPARS, &c.																			
LOWER MASTS.....		Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.		ANGLES.		RIVETING.							
				At Partners.	Heel.	Round.	Head.			Number.	Size.	Seams.	Butts.						
Fore		<i>Steel</i>	<i>91ft</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>Single</i>	<i>Double</i>						
Main		<i>"</i>	<i>90ft</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>29 1/2"</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>"</i>	<i>"</i>						
Mizen.....																			
Bowsprit																			
Topmasts, Yards and Remainder of Spars		<i>Steel and P. King</i>																	
Rigging, Material and Size, Shrouds		<i>Fore mast 5 1/2" Main mast 5 1/4" Star wire</i>																	
Sails.		<i>Good</i>	<i>Suit of one</i>																
EQUIPMENT No. <i>48894</i> LETTER <i>Z</i>																			
ANCHORS.																			
Number of Certificate.		Anchor.	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. cwt. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.						
<i>8040</i>		<i>1st Bower</i>	<i>6 1/2</i>	<i>0 1/2</i>	<i>11 1/2</i>	<i>30</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>6 1/2</i>	<i>3</i>	<i>0</i>	<i>0</i>	<i>Glockless</i>	<i>Byres & Co. Ltd. Middlesbrough</i>	<i>29th July 1906</i>			
<i>8083</i>		<i>2nd "</i>	<i>6 1/2</i>	<i>2</i>	<i>4</i>	<i>30</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>6 1/2</i>	<i>3</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>29th July 1906</i>			
<i>57590</i>		<i>3rd "</i>	<i>4 1/2</i>	<i>1</i>	<i>4 1/2</i>	<i>38</i>	<i>14</i>	<i>0</i>	<i>2 1/2</i>	<i>4 1/2</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>Rodgers</i>	<i>James & Co. Ltd. Middlesbrough</i>	<i>21st July 1906</i>			
<i>57590</i>		<i>4th "</i>	<i>4 1/2</i>	<i>0</i>	<i>8</i>	<i>38</i>	<i>14</i>	<i>0</i>	<i>2 1/2</i>	<i>4 1/2</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>21st July 1906</i>			
<i>57590</i>		<i>Collective weight</i>	<i>18 1/2</i>	<i>0</i>	<i>5 1/2</i>	<i>18 1/2</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>18 1/2</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>21st July 1906</i>			
<i>57590</i>		<i>Stream</i>	<i>1 1/2</i>	<i>2</i>	<i>3 1/2</i>	<i>18</i>	<i>14</i>	<i>1</i>	<i>14</i>	<i>1 1/2</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>21st July 1906</i>			
<i>57590</i>		<i>Kedge</i>	<i>4</i>	<i>1</i>	<i>22</i>	<i>9</i>	<i>13</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>21st July 1906</i>			
CHAIN CABLES.																			
Number of Certificate.		Fathoms.	Size.	Test per Certificate.	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 Towline.	Fathoms and Size per Table 22.			
				Tons.	Supplied.	Per Table 22.													
<i>40346</i>		<i>135</i>	<i>2 1/2</i>	<i>12 1/2</i>	<i>34 1/2</i>	<i>34 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>James & Co. Ltd. Middlesbrough</i>	<i>25th July 1906</i>		<i>TOWLINE</i>	<i>120</i>	<i>5</i>	<i>59</i>	<i>120 1/2</i>			
<i>39563</i>		<i>135</i>	<i>2 1/2</i>	<i>12 1/2</i>	<i>34 1/2</i>	<i>34 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>do</i>	<i>25th July 1906</i>		<i>HAWSER</i>	<i>(4)</i>	<i>90</i>	<i>8</i>	<i>2190 1/2</i>			
<i>39563</i>		<i>240</i>	<i>2 1/2</i>	<i>12 1/2</i>	<i>34 1/2</i>	<i>34 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>do</i>	<i>25th July 1906</i>		<i>WARP</i>	<i>(4)</i>	<i>90</i>	<i>4</i>	<i>2190 1/2</i>			
<i>39563</i>		<i>90</i>	<i>1 1/4</i>	<i>42 1/2</i>	<i>20 1/2</i>	<i>20 1/2</i>	<i>90 1/4</i>	<i>1 1/4</i>	<i>do</i>	<i>(Sgd) H. D. D. M.</i>			<i>(2)</i>	<i>90</i>	<i>6</i>				
Boats <i>4 and 200</i>																			
Pumps, Number <i>1</i> Hand pump Diameter of Barrel <i>5"</i> State whether they are in efficient working order <i>Yes</i>																			
Windlass is <i>Patent Steam</i> Capstan <i>+</i>																			
Engine Room Skylights.—How constructed? <i>Steel Coaming and Top</i>																			
What arrangements for deadlights in bad weather? <i>Strong glass bullseyes</i>																			
Coal Bunker Openings.—How constructed? <i>Steel Coaming</i> How are lids secured? <i>Wattens</i> Height above deck? <i>3 1/4</i>																			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>8 Scuppers and 1 Freeing Port 2 1/2" each side</i>																			
Ceiling in Holds, thickness and material <i>2 1/2" Pine</i> Ceiling 'tween Decks, thickness and material <i>2" Pine</i>																			
Cargo Hatchways.—How formed? <i>Steel Coamings</i> Hatches, If strong and efficient? <i>Yes</i>																			
State size No. 1 Hatch (Forward) <i>29.2 x 16.0</i> No. 2 Hatch <i>31.3 x 16.0</i> No. 3 Hatch <i>12.6 x 14.0</i> No. 4 Hatch <i>29.2 x 16.0</i>																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>2 Webs and 3 Fore and Afters to No. 1, 2, 3, 4 Hatches</i>																			
No. of Breasthooks <i>4</i> No. of Crutches <i>3</i>																			
Bulwarks, height above deck and description <i>Open Rails and Stanchions Main Rail, material and size</i>																			
The above is a correct description.																			
Builder's Signature (there only) <i>S. W. D. ARMSTRONG, WHITWORTH & CO. LTD.</i>																			
Surveyor's Signature <i>James McNeil</i> Surveyor to Lloyd's Register of British and Foreign Shipping.																			

Compulsory

The Surveyors are requested not to write on or below the Committee's Minute.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 12/10/05

6/2/06, 12/2/06 Planned
Broggier N° 1349
Said N° 449

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? *Joggled Frames*

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 plating? *A very 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.)

This Steel Steamship has been constructed in accordance with the approved amended Midship Section forwarded to London on the 14th instant and plans attached, the Secretary's letters and in other respects with the Rules to class 100 A.1. Shelter deck and the materials and workmanship throughout are good.

A blue print copy of the Midship Section is also enclosed to be attached to this report, but please return the approved plans for guidance in the construction of the sister vessel N° 480.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop— ft., R.Q.D. or Break— ft., Bridge Deck— ft., F'castle— ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Shelter deck all fore and aft as per approved 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) *2 Ms (Steel) & Shelter Deck (Steel) & deep framing*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint* Outside *Paint*

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