

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No.

6636

Port of *Belfast* Date of completion of Report *10th July 1909* Received at London Office *MUN. 12 JUL 1909*
Survey held at *Belfast* Date, First Survey *19th August 1909* Last Survey *5th July 1909*
On the *Steel Twin Screw Steamer "KAROOLA"* Rig *fore & aft schooner*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk. *5902.59*
Total under Tonnage Dk. *5902.59*
Do. of Poop...
Do. of Bridge House...
Do. of Forecasts...
Do. of Houses on Deck...
Do. of excess of Hatchways...
Do. above Crown of
Engine Room...
Gross Tonnage...
Less Crew Space...
Less above Crown of
Engine Room...
TONNAGE FOR FEES...
Engine Room...
Navigation Spaces...
W.B. ...
Water Tonnage...
on Beam...

AWNING ~~DECKED~~ DECKED VESSEL,
or a Vessel having a Continuous Shade Deck.

CLASS *100 A 1 "Awning Deck"*

Half Breadth (moulded) ... *28.0*
Depth from upper part of keel to top of Main Deck Beams ... *29.5*
Girth of Half Midship Frame (as per Rule) ... *52.9*
1st Number ... *110.4*
Length ... *418*
2nd Number ... *46147*
Proportions—Breadths to Length ... *7.46*
Depths to Length—Main Deck to top of Keel ... *14.18*

Master

Year of Appointment

(1) As Master in service of
owner of present vessel:—18
(2) As Master of this
vessel:—18

Built at *Belfast*When built *1909* Launched *9th March 1909*By whom built *Harland & Wolff Ltd.*Owners *Mr. Glavin Mr. Barker & Proprietors Ltd.*

Managers

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

Residence

Port belonging to *Melbourne*Destined Voyage *Australia*If Surveyed while Building, Afloat, or in Dry Dock *Building*

Length on Deck Feet. Inches. Breadth—Feet. Inches. Depth, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid 2nd Awn. Dk.
per Rule ... *418 0* Moulded . *56 0* Do. do. Main Deck Beams ... *24 9* Engines No. of Tiers of Beams *Three*

Dimensions of Ship per Register, Length *420.5* breadth *56.35* depth *33.95* Spar or Awn. Dk. Moulded depth, ft. *28* ins. *4* To Main Dk. Round up of *12* ins.
24.58 Main Deck. Beam, Main Dk. *2' 11 1/2*

FRAMING.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule	Inches per Rule	16ths or 20ths per Rule
NAME, Angles or Bars, for 1/2 length amidships	<i>10 1/2</i>	<i>4 1/2</i>	<i>13</i>	<i>10 1/2</i>	<i>4 1/2</i>	<i>13</i>
Do. for 1/2 at each end	<i>10 1/2</i>	<i>4 1/2</i>	<i>13</i>	<i>10 1/2</i>	<i>4 1/2</i>	<i>13</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>
at intermdt. Bkts.						
Distance of Frames from moulding edge to						
moulding edge, all fore and aft	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
REVERSED FRAME, Angles, in floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
DEEP FRAMING, depth of girder						
FLOORS, depth and thickness of Floor Plate						
at mid-line for 1/2 length amidships						
in way of Engines and Boilers			<i>9</i>			<i>9</i>
thickness at the ends of vessel						
depth at 1/2 the half-bdth. as per Rule						
height extended at the Bilges						
FLOORS & BRACKETS, in Cell Dble Bottoms						
Distance apart	<i>47</i>	<i>30 1/2</i>	<i>9 1/2</i>	<i>47</i>	<i>30 1/2</i>	<i>9 1/2</i>
ENTRE GIRDER, in Double bottom, depth						
and thickness	<i>4 1/2</i>	<i>3 1/2</i>	<i>11-9</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>11-9</i>
Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>13</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>13</i>
Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>13</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>13</i>
IDE GIRDERS, number and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>
MARGIN PLATE, depth (exclusive of flange)	<i>38</i>	<i>38</i>	<i>11</i>	<i>38</i>	<i>38</i>	<i>11</i>
and thickness	<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
Angles	<i>58 1/2</i>	<i>11-9</i>	<i>60</i>	<i>58 1/2</i>	<i>11-9</i>	<i>60</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>
thickness in Engine and Boiler space	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>
Remainder in Holds	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>	<i>18 1/2</i>	<i>18 1/2</i>	<i>12-10</i>
BEAMS, Spar or Awn. Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>7</i>	<i>3 1/2</i>	<i>9</i>	<i>7</i>	<i>3 1/2</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>8</i>	<i>3 1/2</i>	<i>9</i>	<i>8</i>	<i>3 1/2</i>	<i>9</i>
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>8</i>	<i>3 1/2</i>	<i>9</i>	<i>8</i>	<i>3 1/2</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>8</i>	<i>3 1/2</i>	<i>9</i>	<i>8</i>	<i>3 1/2</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
BEAMS, Hold or Orlop, Plate or Tee Bulb	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	<i>9</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	<i>9</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>	<i>9</i>
Angles on upper edge	<i>30 1/2</i>			<i>30 1/2</i>		
Average space	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>
PILLARS, In tween Deck, size and spacing	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>
Hold	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>
Quarter, tween Dks.	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>
in Holds	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	<i>3 1/2</i>	<i>6 1/2</i>
WEB-FRAMES, In Fore Body, No. and spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
brdth. & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
No. of Side Stringers	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
WEB-FRAMES, In E. & B. Space, No. & spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
brdth. & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
WEB-FRAMES, In After Body, No. and spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
brdth. & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
No. of Side Stringers	<i>18</i>	<i>10</i>	<i>18</i>	<i>18</i>	<i>10</i>	<i>18</i>
Size of Angles or Tee Bars to Web Frames	<i>4 1/2</i>	<i>4</i>	<i>10</i>	<i>4 1/2</i>	<i>4</i>	<i>10</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>4 1/2</i>	<i>4</i>	<i>10</i>	<i>4 1/2</i>	<i>4</i>	<i>10</i>

FORGINGS AND CASTINGS.

	Inches in Ship	Inches per Rule
KEEL, Bar or Side Plate , depth and thickness	<i>10 1/2</i>	<i>10 1/2</i>
STEM, moulding and thickness	<i>12 1/2</i>	<i>12 1/2</i>
STERN-POST for Rudder do. do.	<i>12 1/2</i>	<i>12 1/2</i>
for Propeller	<i>11 1/2</i>	<i>11 1/2</i>
MAIN PIECE of Rudder, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>
do. at heel	<i>8 1/2</i>	<i>8 1/2</i>
RUDDER, how constructed <i>Cast Steel. Single Plate.</i>		
Can the Rudder be unshipped afloat? <i>Yes.</i>		

KEELSONS AND STRINGERS.

	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	Inches per Rule	16ths or 20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plate 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						
2 SIDE STRINGER Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>13-13</i>	<i>6 1/2</i>	<i>4 1/2</i>	<i>13-13</i>
Bulb or Intercoastal Plate, for length	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>
Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10-9</i>
Spar or Awning Deck Stringer Plates, breadth and thickness increased to <i>10 1/2</i> at ends of bridge	<i>6 1/2</i>	<i>11-9</i>	<i>6 1/2</i>	<i>11-9</i>		
Angle on ditto	<i>10 1/2</i>	<i>11-9</i>	<i>10 1/2</i>	<i>11-9</i>		
Tie Plates, fore and aft, outside Hatchways	<i>6 1/2</i>	<i>6 1/2</i>	<i>12</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>12</i>
Diagonal Tie Plates, No. of prs.						
Deck * Inter Steel, for full length						
Wood Deck, Material & thickness <i>3 1/2</i> inch <i>Sheathing outside bridge</i>						
Main Deck Stringer Plate, breadth & thickness	<i>6 1/2</i>	<i>11-9</i>	<i>6 1/2</i>	<i>11-9</i>		
Angles on ditto, No. 2	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>
Tie Plates, outside Hatchways						
Diagonal Tie Plates, No. of prs.						
Deck * Inter Steel, for full length						
Wood Deck, Material & thickness						
Lower Deck Stringer Plates, br'dth & thckn's	<i>6 1/2</i>	<i>10-8</i>	<i>6 1/2</i>	<i>10-8</i>		
Angles on ditto, No. 2	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>9</i>
Tie Plates, outside Hatchways						
Deck * Material and thickness <i>Steel</i>						
Hold or Orlop Stringer Plate, br'dth & thckn's	<i>3 1/2</i>	<i>4-8</i>	<i>3 1/2</i>	<i>4-8</i>		
Angles on ditto, No. 2 (in N. 1. only)	<i>4 1/2</i>	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>8</i>
Tie Plates, outside Hatchways						
Deck, Material and thickness <i>Steel</i>						
Poop Deck Stringer Plate, breadth & thickness						
Angles on ditto						
Tie Plates						
Deck, Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness	<i>3 1/2</i>	<i>10-1</i>	<i>3 1/2</i>	<i>10-1</i>		
Angle on ditto	<i>5 1/2</i>	<i>11</i>	<i>5 1/2</i>	<i>11</i>		
Tie Plates						
Deck, Material and thickness <i>Steel (Sheathing)</i>						
Forecastle Deck Stringer Plate, br'dth & thckn's	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>		
Angle on ditto	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>		
Tie Plates						
Deck, Material and thickness <i>Steel with 7/32 Plating fore of N. 1. Hatch</i>						

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

	Number	Thickness	Horizontal	Vertical	Spacing	Single or Double Frames	Height up
In Vessel			Inches	Inches	Inches		
W. T. BULKHEADS	<i>7</i>	<i>7</i>	<i>8-7</i>	<i>9 1/2</i>	<i>30</i>	<i>1 1/2</i>	<i>10 MP</i>
PARTITION							
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? *Large Brackets.*

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 cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thick-ness.	Breadth.	For what Length.			
FLAT PLATE KEEL	39	19	14	14	39	19	Double	6 3/4	1 1/2	4 3/8	Double Straps	1 1/2	4	2 1/2	1 1/2	15	full.			
(If Bar Keel, state Riveting)	72	14	13	13	64	14														
GARBOARD OR A STRAKE ..	72	14	12	13	72	14														
State actual thickness in way of Double Bottom.	72	14	12	14	72	14														
B	72	14	12	13	72	14														
C	72	14	12	13	72	14														
D	72	14	12	14	72	14														
E	63	15	11	13	66	15														
F	69	14	10	13	66	14														
G	69	14	10	14	72	14														
H	68	14	10	12	60	14														
J	66	14	10	12	68	14														
Main Sheer	66	14	11	10	69	14														
L	52	14	10	11	60	14														
Aux Sheer	62	14	11	11	54	14														
Bridge Sill	49	14	-	-	60	14														
O	62	15	-	-	49	15														
P																				
Q																				
DOUBLING of Flat Plate Keel	Flat Bar 10 x 2																			
Length and thickness of Bilges	14 for 48 ft fwd + 25 ft aft at ends of Bridge Port & 35 ft Starboard!																			
of Sheerstrakes																				
of Strake below																				
POOP SIDES																				
BRIDGE SIDES	See above																			
FORECASTLE SIDES	9																			
	Double 5 1/4 7/8 3 1/2 Double 7/8 3 1/8 6"																			

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.?

Steel Plates, East Keen & Nettlefolds & South Durham
Steel Bars, Palmers, D. Colville, Lanarkshire S.S. Co.
& Steel Co. of Scotland.

Spars or Awning Butts, treble riveted for full length amidship.
Stringer Plate (Straps, single, double or overlapped for full length amidship.
Main Stringer Butts, treble riveted for full length amidship.
Plate (Straps, single, double or overlapped for full length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges Double Butts Double
Centre Girder Butts, Treble riveted Keelson Butts, riveted.
Frames, riveted through Plates with 1 inch 7/8 in. Rivets, about 6' & 5 1/4' apart.
Rivets, state whether Iron or Steel Iron.

FRAMES extend in one length from Middle Line to Margin Plate & thence to Awning Deck. Alternately to Bridge Deck with intermediate angled
REVERSED FRAMES on floors and frames extend from Middle Line to Margin plate. Channel frames above.

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	113'-3"	26 x 5/16	22 x 7/16	18 x 7/16	7 1/2 x 7/16	Two	3	4 x 3 x 7/16	Single	Treble
Main	"	116'-6"	26 x 5/16	22 x 7/16	18 x 7/16	7 1/2 x 7/16	Two	3	4 x 3 x 7/16	"	"
Mizen	"										
Bowsprit	Patch Pine										
Topmasts, Yards and Remainder of Spars	Patch Pine										
Rigging, Material and Size, Shrouds	Galva Steel Wire 4 1/2" Backstays - 3" Stays 4 1/2" Topmast 3"										
Sails. None.	Suit of ✓ Sails, and the following spare sails ✓										

EQUIPMENT No. 57354 LETTER B+

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
61997	1st Bower	73	3	0	47	2	16	55	15	0	0	72	2	0	Hulls Pat Stockless	H. Hingley & Co. Netherton	20-2-07
61998	2nd "	73	0	26	46	3	15	55	10	0	0	72	2	0	"	"	12-2-07
61980	3rd "	62	2	21	41	2	4	49	17	2	0	62	0	0	"	"	10-2-07
	Collective weight	209	2	19								207	0	0			
62000	Stream	20	2	24	5	1	22	21	8	0	14	20	2	0	Trotmans.	"	16-2-07
62009	Kedge	9	1	14	2	1	23	11	9	0	7	9	0	0	"	"	16-2-07
	2nd Kedge															H. Green Supl	

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
43377	150	2 3/8	101.5	423-1.5	844-1.0	300-2 3/8	Steel	H. Hingley & Co. Netherton	29-1-07	TOWLINE	130	5 1/2	91	130 @ 5 1/2
43369	150	2 3/8	101.5	423-1.5	844-1.0	300-2 3/8	Steel	H. Hingley & Co. Netherton	29-1-07	HAWSER 4 coils 120	3	26 1/2	4 coils 100	
	300			845-2.0				H. Green Supl		WARP 4 coils 100	8	Manilla 3 1/2	8 coils 100	
	120	5	59			120-5	Steel Wire, Bullivant & Co			2	120	6		2 3/4 S.W.

Boats Ten Life Boats. Two Cutters & Two Dinghies.
Pumps, Number Seven Diameter of Barrel and Tail Pipe 6" to each Comp & 4" to F.P. Tank top.
Windlass is Clark Chapman & Co Direct Steam Capstan ✓
Engine Room Skylights. How constructed? Steel Plates & angles.
What arrangements for deadlights in bad weather? Bulls eyes & shutters.
Coal Bunker Openings. How constructed? Best Iron rings How are lids secured? Locking Rings. Height above deck? Flush.
Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers 4 on Port, 4 on Starboard, Ports 2 on Port, 4 on Starboard 36 x 12.
Ceiling in Holds, thickness and material 2 1/2" W.P. over timbers only Ceiling 'tween Decks, thickness and material 6 x 2 W.P. Batten & Space.
Cargo Hatchways. How formed? Steel Plates & angles. Side Plates 7/16 end plates 5/16 Hatches, If strong and efficient? Yes.
State size No. 1 Hatch (Forward) 12-9 x 13-6 No. 2 Hatch 20-4 x 16-0 No. 3 Hatch 15-3 x 12 No. 4 Hatch 14-6 x 12-6
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1. One web and one 10" I beam. No. 2. Two webs & two 12" I beams.
No. 3. One web and two 10" I beams No. 4. One web & two 10" I beams. No. of Breasthooks Three No. of Crutches Deep Floors
Bulwarks, height above deck and description Steel 7/16 x 4" Stays 2" dia. Main Rail, material and size 6 x 3 x 7/16 B. Angle.
The above is a correct description. FOR HARLAND & WOLFF LTD
Builder's Signature (here only) J. H. Carbutt Surveyor's Signature J. Kendall
Surveyor to Lloyd's Register of British & Foreign Shipping.

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

M. 18.7.08, 21.7.08, 31.7.08, 5.8.08, 8.8.08, 18.12.18, 29.1.19, 2.3.19.

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 plating? very few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the plans approved by the Committee, the Secretary, and the other members of the above-mentioned dates and in other respects in general conformity with the Rules. The workmanship and material are good throughout. The keel was sighted before launching and found straight. The cement in double bottom is laid over the outer strakes of shell plating only, except in the case of compartments under the boilers where the bottom plating is cemented in the usual way.

The approved plans four in number together with four faying reports are forwarded 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 ft., R.Q.D. or Break ft., Bridge Dk. 229 ft., F'castle 81 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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 would appear in the Register Book) 2 Dks (Stk) and deep framing & awning deck (Stk - ft. Deck S)

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint, Portland Cement & Bitumastic composition Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	104	212	Fore peak tank,		61
Double bottom, forward,	135	372	After peak tank,		62
Double bottom, under Engines and Boilers,	84	334	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. Yes.

For Special Survey No. 534	DATES OF SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	1909 Aug 19-21-25-26-29 Sept 1-4-9-11-14-19-22-23-25-29
Date 31 st Aug 1909		2nd. On the plating during the process of riveting	Oct 4-5-12-23 Nov 2-4-10-13-17-19-23-25-26-30 Dec 3-7-9-14
For Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	Dec 16-21-23 1909 Jan 6-8-11-14-19-21-25-27-29 Feb 1-5-8-10-17
Date		4th. When the ship was complete, and before the plating was finally coated or cemented	Mar 1-5-11-22-23-25-26-30 Apr 5-8-19 May 3-13-17-25
in builder's yard		5th. After the ship was launched and equipped	June 7-14-15-17-21-30 July 6
			Total No. of Visits 73

Amount of Entry Fee £ 5 : 0 : 0
Special Survey Fee £ 196 : 12 : 0
Travelling Expenses, if any £ : :
Fees applied for, 5th July 1909
Received by me, 10th July 1909

Certificate to be sent to This Office.

In opinion this Vessel should be Classed * 100 TT "Awning Deck"
or without Freeboard, as condition of Class With Freeboard.

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

Committee's Minute

THFS 13 JUL 1909

Character assigned

10001
ava dk wsh fld S. 11. 11 1/2

Lloyds & B. P.

+ Lmb 709
F. D. B. L. L. L.

M

Certs issued 13/7/09.



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