

23 AUG 1906

2 Dks., R.C. Dk.
and ~~Pl. Awing~~ Dk.

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes*Date of completion of Report *21/8/06*Received at London Office **28 AUG 1906**

No. 24351

Port of *Glasgow*Last Survey *20th Aug 1906*Rig *Schooner 2 masts*Master *A. E. Davies*Year of appointment *1906*Built at *Clydebank*When built *1905* 1906 Launched *25th June 1906*By whom built *John Brown & Co. Ltd.*Owners *Fishguard & Rosslare Railway and Harbours Co.*Managers
(Where necessary to be entered in Reg. Book.)

Residence

Port belonging to *London*

Surveyed while Building, Afloat, or in Dry Dock

Survey held at *Glasgow*On the *Steel Turbine Steamer "ST. DAVID"*TONNAGE under Tonnage Deck... *1319.63*Do. of Poop *149.23*Do. of Raised Or. *484.69*Do. of Bridge Houses *12.84*Do. of Forecastle *231.56*Do. of Houses on Deck *159.32*Do. of Excess of Hatchways *238.27*Do. above Crown of Engine Room *144.24*Gross Tonnage *159.32*Less Crew Space *2080.71*Less above Crown of Engine Room *1559.32*TONNAGE FOR FEES *22.56*

Less Engine Room

Less Navigation Spaces *658.15*

Register Tonnage as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS *A-1, Shelter Deck, Irish Channel Service*Half Breadth (moulded) *40.5*Depth from upper part of Keel to top of Main Deck Bms. *18.52*Girth of Half Midship Frame (as per Rule) *34.6*1st Number *43.62*Length on deck from after part of stem to fore part of stern post *349.0*2nd Number *25693*Proportions—Breadths to Length *8.5*Depths to Length—Main Deck to top of Keel *13.3*Destined Voyage *Fishguard*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>349</i>	<i>0</i>		<i>41</i>	<i>0</i>		<i>16</i>	<i>6 1/4</i>		<i>2 decks +</i>	<i>Shelter Deck</i>

Dimensions of Ship per Register, Length, *350.8* breadth, *41.15* depth, *16.5* Moulded Depth, *17* ft. *8* ins. Round of Beam, Actual *10 1/4* ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule per Rule Or as Approved.
FRAME, Angles, <i>7</i> x <i>4</i> Bars, for $\frac{1}{2}$ length amidships	<i>5</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors <i>IN ENGINE SPACE</i> at intermdt. Bkts.	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>3</i>	<i>4</i>	<i>3</i>	<i>3</i>
Spacing of Frames from centre to centre	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>
REVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>
DEEP FRAMING, depth of girder	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>24</i>	<i>8</i>	<i>24</i>	<i>8</i>	<i>24</i>	<i>8</i>	<i>24</i>	<i>8</i>
„ in way of Engines and Boilers	<i>9</i>	<i>10</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>8</i>	<i>9</i>	<i>10</i>
„ thickness at the ends of vessel	<i>13</i>	<i>6</i>		<i>13</i>	<i>6</i>		<i>13</i>	<i>6</i>
„ depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
„ height extended at the Bilges	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>
„ state if flanged (top & bottom)	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>
„ Spacing	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>	<i>36</i>	<i>11</i>
„ Angles, Top	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>
„ Bottom	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>	<i>9</i>	<i>5</i>	<i>4</i>
SIDE GIRDERS, number on each side & thickness	<i>Two</i>	<i>7</i>	<i>Two</i>	<i>7</i>	<i>Two</i>	<i>7</i>	<i>Two</i>	<i>7</i>
„ state if flanged (top & bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>
„ Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>22</i>	<i>10</i>		<i>22</i>	<i>10</i>		<i>22</i>	<i>10</i>
„ Angles to Outside Plating	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>
„ 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>	<i>3 1/2</i>	<i>3 1/2</i>
„ Height of Floors at the Bilges	<i>55</i>	<i>55</i>		<i>55</i>	<i>55</i>		<i>55</i>	<i>55</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>60</i>	<i>10</i>	<i>60</i>	<i>10</i>	<i>60</i>	<i>10</i>	<i>60</i>	<i>10</i>
„ thickness in Engine and Boiler space	<i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>
„ Remainder in Holds	<i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>5</i>	<i>8</i>	<i>4</i>	<i>5</i>	<i>8</i>	<i>4</i>	<i>5</i>
„ Angles on Upper Edge <i>BULB TEES</i>	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
„ Spacing	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>5</i>	<i>8</i>	<i>4</i>	<i>5</i>	<i>8</i>	<i>4</i>	<i>5</i>
„ Angles on Upper Edge <i>ATE IN WAY OF WATERTIGHT PLATES</i>	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>
„ Spacing	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
BEAMS, Hold, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>9</i>	<i>5</i>	<i>3</i>	<i>9</i>	<i>5</i>	<i>3</i>
„ Angles on Upper Edge	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
„ Spacing	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
BEAMS, Bridge or Pl. Awing Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>
„ Angles on Upper Edge	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>
„ Spacing	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>4</i>	<i>6</i>	<i>3</i>	<i>4</i>	<i>6</i>	<i>3</i>
„ Angles on Upper Edge	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
„ Spacing	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>
PILLARS, in 'tween Decks, Size and Spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>
„ Hold	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>
„ Quarter, 'tween Dks.	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>
„ in Hold	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>
WEB FRAMES, in Fore Body, No. and Spacing	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>
„ Brdth. & Thickness	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
„ No. of Side Stringers	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
WEB FRAMES, in E. & B. Space, No. & Spacing	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>
„ Brdth. & Thickness	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
„ No. of Side Stringers	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
WEB FRAMES, in After Body, No. and Spacing	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>	<i>4</i>	<i>Three</i>	<i>3 1/2</i>
„ Brdth. & Thickness	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
„ No. of Side Stringers	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>	<i>15</i>	<i>15</i>	<i>4</i>
„ Size of Angles on Tee Bars to Web Frames	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>3 1/2</i>

FORGINGS AND CASTINGS.

				Or as Approved.	
KEEL, Bar or Side Plates depth and thickness				Flat plate	Keel.
STEM, moulding and thickness				8 x 2 1/2	8 x 2 1/2
STERN-POST for Rudder do. do.				20	per approved
" for Propeller				plan	
MAIN PIECE of Rudder, diameter at head				10	10
do. at heel				7 1/2	7 1/2
RUDDER, how constructed				Single plate 22 Arms shrunk to mainpieces.	
Can the Rudder be unshipped afloat?				Yes.	
KEELSONS AND STRINGERS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule per Rule 20th Approved.
CENTRE LINE KEELSON, Vertical Plates above	36		11	36	11
Through Plate, or Intercoastal Plate					
" Rider Plate, for 1/2 length	11		11	11	11
" Bulb Plate to Intercoastal Keelson					
" Horizontal Plates on Floors	13 1/2		11	13 1/2	11
" Angles above floors (A.)	5	4	9	5	4 9
SIDE KEELSON, Angles	5	4	9	5	4 9
" Bulb or Plate above floors					
" Intercoastal Plate for 1/2 length			7		7
" Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2 8
BILGE KEELSON, Angles	5	4	9	5	4 9
" Bulb or Plate above floors					
" Intercoastal Plate for 1/2 length			7		7
" Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2 8
BILGE STRINGER Angles	5	4	9	5	4 9
" Bulb Plate for 1/2 length					
" Intercoastal Plate for 1/2 length			7		7
" Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2 8
SIDE STRINGER Angles					
" Bulb or Intercoastal Plate for 1/2 length					
" Attached to outside plating with Angle					
Main and Raised Quarter Deck Stringer	40	8		40	8
Plate, breadth and thickness	3 1/2 x 3 1/2	10		3 1/2 x 3 1/2	10
" Angle on ditto	9	7		9	7
" Tie Plates, outside Hatchways					
" Diagonal Tie Plates on Bms., No. of Pairs					
" Main Dk* Steel for about 1/2 length		6			6
" R. Q. Dk* Iron or Steel for 1/2 length					
" Wood Deck, Material & thickness	P.P.	2 1/2		2 1/2	
Lower Deck Stringer Plate, breadth and thickness	24	7		24	7
" Angles on ditto, No.	3 1/2 x 3 1/2	9		3 1/2 x 3 1/2	9
" Tie Plates, outside Hatchways	9	7		9	7
" Deck* Material and thickness	P.P.	2		2	
Hold Stringer Plate					
" Angles on ditto, No.					
Deck Stringer Plate, breadth & thickness	12	4		12	4
" Angle on ditto	6 x 5	10		6 x 5	10
" Tie Plates		4			4
" Deck, Material and thickness	Seak.	2 1/4		2 1/4	
Deck Stringer Plate, breadth and thickness	52	10		52	10
" Angle on ditto	4 x 4	12		4 x 4	12
" Tie Plates		6			6
" Deck, Material and thickness	Seak.	2 1/2		2 1/2	
Forecastle Deck Stringer Plate, breadth & thickness	20	7		20	7
" Angle on ditto	3 x 3	7		3 x 3	7
" Tie Plates		5			5
" Deck, Material and thickness	Seak	2 1/4		2 1/4	
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.					

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
		AMIDSHIP.		FORWARD.		AFT.		Ordinary.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL		42	14	8	8	42	14	Double	5 1/4	7/8	3 1/2	Double F & A	1	3 1/4	19	9-10	DOUBLE STRAPS		
GARBOARD OR A STRAKE			11	4	8		11			7/8		Double 1/2 L	7/8	3 1/4		9	Full		
B			10	4	8		10												
C			11	4	8		11												
D			11	4	8		11												
E			10	4	8		10												
F			11	4	8		11												
G			10	4	8		10												
H			12	4	8		12												
J			14	4	8		14												
SHUTTER OR SHEER		60	14	4	8	52	14					Double 1/2 L	1	3 1/2	19	9-10	DOUBLE STRAPS		
L																			
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																			
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.?		Calderbank, Lancashire, Glasgow, Blochwin, Parkhead, Dalgell, open hearth process.	
Has the Steel been tested as required by the Rules?		Yes.	
FRAMES extend in one length from middle line to shelter deck and to forecastle deck		state if ordinary or joggled ordinary	
REVERSED FRAMES on floors and frames extend from middle line to main deck		state if ordinary or joggled ordinary	

MASTS, SPARS, &c.											
	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING, as approved.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	Steel	88-0	18-6	14-5	12-5	5	Two		Single	Double
	Main	"	88-0	"	"	"	5	"		"	"
	Mizen	"	"	"	"	"	"	"		"	"
Bowsprit											
Topmasts, Yards and Remainder of Spars Pitch Pine											
Rigging, Material and Size, Shrouds 4" and 3" Steel wire Stays 3" and 2" Steel wire.											
Sails. Suit of Sails and the following spare sails											

ANCHORS.										Tonnage U.Dk. or Plating No. for Traversers						
Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.				lbs.		
13144	1st Bower	42	0	6	Stockless	37	4	1	14	42	0	0	Woods Patent	H. Wood & Co. Ltd. Chester 11/10/05 H. J. Welford		
13146	2nd "	40	1	0	do.	35	18	3	0	40	0	0	do.	do. do. do.		
13148	3rd "	37	3	22	do.	34	10	0	0	37	2	0	do.	do. 22/10/05 do.		
	Collective weight	120	1	0		119	2	0								
13144	Stream	10	3	0	2	3	22	12	13	0	14	11	0	0	Ordinary	do. 2/12/05 do.
13145	Kedge	5	1	10	1	1	12	7	14	0	7	5	1	0	do.	do. do. do.

CHAIN CABLES.										HAWERS 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.	Where and when tested and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire per Table 22.	Length and size per Table 22.				
	Length.	Diam.		Supplied.	Per Table 22.	Length.	Diam.					Length.	Diam.		Length.	Cir.	Length.	Cir.	
9545	120	1 7/8	63 1/2	88 1/2	427-1-7	425-1-0	240	1 7/8	Steel	H. Wood & Co. Ltd. Chester 11/10/05 H. J. Welford	TOWLINE	100	4	35	100	4			
9546	120	1 7/8							do.	do. 21/12/05 do.	HAWERS & WARPS	4-90	2 1/2	12 1/2	21	90			
												1-90	3 1/2	26	90	2 1/2			
Legs Stream Chain or Steel Wire	75	4 1/4	36				75	4 1/4	Steel wire			4-100	4	manilla	90	6			

Boats Six lifeboats and two others.	
Pumps, Number	Two
Windlass is	Caldwells Capstan windlass.
Engine Room Skylights.	How constructed? Teak.
What arrangements for deadlights in bad weather? Teak shutters	
Coal Bunker Openings.—How constructed? Flush scuttles	
How are lids secured? Bayonet locking	
Height above deck? Flush & through ship's side.	
Number of Scuppers, and number and dimensions of Freeing Ports, &c.	
Scuppers 4 each side	
Ceiling in Holds, thickness and material	
1 3/4" W.P.	
Cargo Battens, thickness and material	
1 1/2" white pine.	
Cargo Hatchways.—How formed? Ribs and angles	
Hatches.—If strong and efficient? Yes.	
State size No. 1 Hatch (Forward) 8'-0" x 10'-0"	
No. 2 Hatch	
No. 3 Hatch	
No. 4 Hatch	
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch	
One fore and after	
No. of Breasthooks	
6	
No. of Crutches	
Deep floor.	
Bulwarks, height above deck and description	
Open rails	
Main Rail and Stays, material and size	
The above is a correct description.	
Builder's Signature (here only).	
John Brown & Company, Limited	
Surveyor's Signature	
F. R. Mohr	
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 1/3/05, 13/3/05, 17/3/05, 31/3/05, 6/4/05, 14/4/05, 24/4/05, 27/4/05, 1/5/05, 2/5/05, 19/5/05, 8/6/05, 14/6/05, 4/7/05, 2/2/06, 23/2/06, E 16/5/05.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*
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? *A few 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)? *Yes.* State results of tests *Satisfactory.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good.*

The vessel has been built in accordance with the approved plans, the Secretary's letters referred to, and in general conformity with the Rules for the class contemplated.
The vessel has a continuous shelter deck with tonnage opening

An installation of electric light is fitted.

Bilge keel on starboard side damaged in leaving Meadowside dry dock, vessel redocked in Elderslie and length of bilge keel renewed and part faired in place.

This is a sister vessel to "ST. PATRICK" No 341. Ses. RPL 40 24353.
23 plans + 7 casting + joining reports enclosed.

The Surveyor should state the Number of Report and Name of any Sister Vessel. *as noted above*

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. or Break ☒ ft., ^{BORT} Dk. *190.0* ft., F' castle *44.0* 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 ☒

Continuous shelter deck.

o. 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 dks. (pt. stl. - W.S.) & Shelter dk. (pt. stl. - T.S.)*

Official No. ; Signal Letters State if Machinery is fitted aft *No.*

How are the surfaces preserved from oxidation? Inside *Cement and paint.* Outside *Paint.*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,		
Double bottom, if under Engines only,	<i>44</i>	<i>64</i>	Deep tank, aft		
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward <i>to lower deck.</i>	<i>20</i>	<i>142</i>
Double bottom, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Other tanks, if fitted,		
Total capacity <i>64</i>			(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. <i>40.15</i>	DATES of Surveys held while building	<i>1.9.05. Mar. 20, 24, 24, 31 Apr. 5, 4, 10, 14, 18, 24 May 3, 4, 9, 12, 16, 21, 26, 31 Jun. 2, 6, 14, 16, 20, 24, 29, 30, 31, 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</i>
Date <i>11.4.05</i>		<i>31. Aug. 4, 8, 10, 15, 17, 21, 25, 31 Sep. 5, 12, 19, 21, 26, 29 Oct. 2, 9, 12, 14, 19, 22, 26, Nov. 2, 8, 10, 12, 14, 24, 28 Dec. 1, 4, 12, 18</i>
<i>340</i> in builder's yard.		<i>20, 22, 28, 1906. Jan. 9, 12, 16, 18, 26, 29, Feb. 8, 15, 19, 21, 26 Mar. 23, 28, Apr. 4, 9, 12, 17, May 1, 10, 11, 24, Jun. 6, 11, 15, July 5, 6, 10, 19, 26 Aug. 8, 16, 20.</i>

Total No. of Visits *95*

The amount of Entry Fee£ *5* : : : Fees applied for, *20/8/1906*
Special.....£ *77* : : : Received by me, *27/8/1906*
Travelling Expenses, if any £ : : : : :

Certificate to be sent to *Glasgow*

State whether the Vessel has been built under Special Survey
In my opinion this Vessel should be Classed *+ "P.L. Shelter deck. Irish Channel Service"*

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

With, or without Freeboard, as condition of Class *with freeboard.*

Committee's Minute
Character assigned *+ A1 (Steel) "Shelter dk. with freeboard" classed for Irish Channel Service*