

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 25009

TUES. MAR 26 1907

Port of Glasgow Date of completion of Report 23rd March 1907 Received at London Office 1061 97 HW SENI
Survey held at Dumbarton Glasgow Date, First Survey 30th July 06 Last Survey 13th March 1907
On the S. S. "Kasama" Rig 2 masted 24A Schooner

TONNAGE under
Tonnage Deck 4392.94
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. 4392.94
Do. of Poop 77.10
Do. of Bridge House 59.57
Do. of Forecastle Houses 13.18
Do. of Houses on Deck 47.90
Do. of excess of Hatchways 23.93
Do. above Crown of
Engine Room —
Gross Tonnage 4634.62
Less Crew Space 153.78
Less above Crown of
Engine Room —
TONNAGE FOR FEES... 4480.84
Less Engine Room 1483.08
Less Navigation Spaces 52.97
Register Tonnage 2944.79
as cut on Beam...

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.
CLASS 100 A. 1. "Spar deck"
Half Breadth (moulded) 24.87
Depth from upper part of keel to top of Main Deck Beams 22.87
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 43.66
1st Number 91.40
Length on deck from after part of stem to fore part of
stern post 398
2nd Number 36377
Proportions—Breadths to Length 8.0
Depths to Length—Main Deck to top of Keel 17.4
Destined Voyage New York

Master Thos. A. Purcell
Year of Appointment 1907
Built at Dumbarton
When built 1907 Launched 17th Jan 1907
By whom built A. McMillan & Son Ltd
Owners Messrs Bucknill Bros
Managers —
Residence London
Port belonging to London
and
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Ft. Ins. BREADTH Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Spar or Awn. Dk. Beams Ft. Ins. Power of Horse. No. of Decks with flat laid 2
Deck as per Rule 398 - Moulded 49 9 Do. do. Main Deck Beams 28 1 1/2 Engines — No. of Tiers of Beams 2
Dimensions of Ship per Register, Length 400.6 breadth 50.0 depth 26.9 Spar or Awn. Dk. Moulded depth, ft. 29 ins. 10 To Main Dk. Round up of Main Dk. Beam, Actual 12 ins.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | | Inches in Ship. | | | | Inches per Rule. Or as Approved. | | | | | | | | |
|---|--|----------------|---------------------------------|---|--|----------------|---------------------------------|--|---|----------------|---------------------------------|----------------------------------|-----------------|----------------|---------------------------------|--|--|--|--|--|
| Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | | | | | |
| FRAME, Angles, or <u>LE</u> or <u>LE</u> Bars, for $\frac{1}{2}$ length amidships | | | | KEEL, Bar or Side Plates, depth and thickness | | | | flat Keel plate | | | | | | | | | | | | |
| Do. for $\frac{1}{2}$ at each end | 6 1/2 | 3 1/2 | 10 | 6 1/2 | 3 1/2 | 10 | | 11 x 3 | | | | 11 x 3 | | | | | | | | |
| Do. in way of Double Bottoms at Solid Floors | 6 1/2 | 3 1/2 | 9 | 6 1/2 | 3 1/2 | 9 | | 11 x 7 | | | | 11 x 7 | | | | | | | | |
| at intermdt. Bkts | 4 | 3 1/2 | 10 | 4 | 3 1/2 | 10 | | 11 x 7 | | | | 11 x 7 | | | | | | | | |
| Spacing of Frames from centre to centre | 25 | | | 25 | | | | 10 | | | | 10 | | | | | | | | |
| REVERSED FRAME, Angles | 7 | 3 1/2 | 10 | 7 | 3 1/2 | 10 | | 7 1/2 | | | | 7 1/2 | | | | | | | | |
| DEEP FRAMING, depth of girder | 10 | | | 10 | | | | | | | | | | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships | Floors and reverse frames in double bottom space increased as per Rule requirements. | | | | RUDDER, how constructed <u>Forged frame and single plate 22 30</u> | | | | Can the Rudder be unshipped afloat? <u>yes</u> | | | | | | | | | | | |
| 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-bdth. as per Rule | | | | | | | | Rider Plate | | | | | | | | | | | | |
| height extended at the Bilges | | | | | | | | Bulb Plate to Intercoastal Keelson | | | | | | | | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms state if flanged (top & bottom) | 4 1/4 | | 8 | 4 1/4 | | 8 | | Horizontal Plates on Floors | | | | | | | | | | | | |
| spacing | 25 | | | 25 | | | | Angles | | | | | | | | | | | | |
| CENTRE GIRDER, in Double bottom, depth and thickness | 4 1/4 | | 10 | 4 1/4 | | 10 | | SIDE KEELSON, Angles | | | | | | | | | | | | |
| Angles, Top | 4 | 4 | 10 | 4 | 4 | 10 | | Bulb or Plate above floors, for length | | | | | | | | | | | | |
| Bottom | 4 1/2 | 4 1/2 | 12 | 4 1/2 | 4 1/2 | 12 | | Intercoastal Plate, for length | | | | | | | | | | | | |
| SIDE GIRDERS, number and thickness | 2 | | 8 | 2 | | 8 | | Attached to outside plating with Angle | | | | | | | | | | | | |
| state if flanged (top & bottom) | 40 | | | 40 | | | | BILGE KEELSON, Angles | | | | | | | | | | | | |
| Angles | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | | Bulb or Plate above floors, for length | | | | | | | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | 36 | | 10 | 36 | | 10 | | Intercoastal Plate, for length | | | | | | | | | | | | |
| Angles to outside plating | 4 | 4 | 9 | 4 | 4 | 9 | | Attached to outside plating with Angle | | | | | | | | | | | | |
| to floors | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | | 2 SIDE STRINGERS Angles | | | | | | | | | | | | |
| Height of floors at the Bilges | 6 1/2 | | | 6 1/2 | | | | Bulb or Intercoastal Plate, for whole length | | | | | | | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 43 | | 10 20 | 43 | | 10 20 | | Attached to outside plating with Angle | | | | | | | | | | | | |
| thickness in Engine and Boiler space | as E. & B. 10 in E. & B. 12 20 | | | | | | | | Spar, or Awning Deck Stringer Plates, breadth and thickness | | | | | | | | | | | |
| Remainder in Holds | 8 to 7/10 | | | 8 to 7/10 | | | | Angle on ditto | | | | | | | | | | | | |
| BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 9 1/2 | 3 1/2 | 12 | under bridge in holds | | | | Tie Plates, fore and aft, outside Hatchways | | | | | | | | | | | | |
| Angles on upper edge | 8 1/2 | 3 1/2 | 11 | | | | | Diagonal Tie Plates, No. of pss. | | | | | | | | | | | | |
| Spacing | 25 | | | 25 | | | | Deck * Iron or Steel, for whole length | | | | | | | | | | | | |
| BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 11 | 3 1/2 | 12 | 10 1/2 | 3 1/2 | 12 | | Wood Deck, Material & thickness | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Main Deck Stringer Plate, breadth & thickness | | | | | | | | | | | | |
| Spacing | 25 | | | 25 | | | | Angles on ditto, No. | | | | | | | | | | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | | Tie Plates, outside Hatchways | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Diagonal Tie Plates, No. of pss. | | | | | | | | | | | | |
| Spacing | | | | | | | | Deck * Iron or Steel, for whole length | | | | | | | | | | | | |
| BEAMS, Hold, or Orlop, Plate or Tee Bulb | | | | | | | | Wood Deck, Material & thickness | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Lower Deck Stringer Plates, br'dth & thck'n's | | | | | | | | | | | | |
| Spacing | | | | | | | | Angles on ditto, No. | | | | | | | | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | 6 | 3 | 9 | 6 | 3 | 9 | | Tie Plates, outside Hatchways | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Deck * Material and thickness | | | | | | | | | | | | |
| Spacing | 25 | | | 25 | | | | Hold, or Orlop Stringer Plate, br'dth & thck'n's | | | | | | | | | | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | 7 1/2 | 3 | 9 | 7 1/2 | 3 | 9 | | Angles on ditto, No. | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Tie Plates, outside Hatchways | | | | | | | | | | | | |
| Spacing | 25 | | | 25 | | | | Deck, Material and thickness | | | | | | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 7 1/2 | 3 | 9 | 7 1/2 | 3 | 9 | | Poop Deck Stringer Plate, breadth & thickness | | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | Angles on ditto | | | | | | | | | | | | |
| Spacing | 25 | | | 25 | | | | Tie Plates | | | | | | | | | | | | |
| PILLARS, In tween Deck, size and spacing | 3 1/4 | | 50 as on plan | | | | | Deck, Material and thickness | | | | | | | | | | | | |
| Hold | 5 1/4 | 5 3/4 | 50 as on plan | | | | | Forecastle Deck Stringer Plate, br'dth & th'kns | | | | | | | | | | | | |
| Quarter, tween Dks., in Hold | | | | | | | | Angle on ditto | | | | | | | | | | | | |
| WEB FRAMES, In Fore Body, No. and spacing breadth & thickness | | | | | | | | Tie Plates | | | | | | | | | | | | |
| No. of Side Stringers | | | | | | | | Deck, Material and thickness | | | | | | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & spacing breadth & thickness | 1 as shown on profile | | | | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | | | | | | | | | |
| WEB FRAMES, In After Body, No. and spacing breadth & thickness | 24 | | 9 | 24 | | 9 | | BULKHEADS. | | | | | | | | | | | | |
| No. of Side Stringers | | | | | | | | Number, In Vessel. Per Rule. Thickness. Horizontal, Size, Spacing. Vertical, Size, Spacing. Single or Double Frames. Height up | | | | | | | | | | | | |
| Size of Angles or Tee Bars to Web Frames | 4 1/2 | 3 1/2 | 9 | 4 1/2 | 3 1/2 | 9 | | W. T. BULKHEADS | | | | | | | | | | | | |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness | | | | | | | | PARTITION | | | | | | | | | | | | |
| | | | | | | | | LONGITUDINAL | | | | | | | | | | | | |

| STRAKES. | PLATING. | | | | RIVETING. | | | | BUTTS. | | | |
|---|--|------------|------------|------------|--------------------------|------------|------------|------------|-------------------|-----------------|---------|-------------------|
| | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | | | EDGES. | | | |
| | AMIDSHIP. | | | | AMIDSHIP. | | | | EDGES. | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Thickness. | Thickness. | Single or Double. | Breadth of Lap. | Rivets. | Spacing or to cr. |
| FLAT PLATE KEEL (If Bar Keel, state Riveting) | 42 | 20 | 14 | 14 | 42 | 20 | 14 | 14 | Double | 6 | 1 | 4 1/2 |
| GARBOARD OF A STRAKE | 46 | 16 | 13 | 13 | 46 | 16 | 13 | 13 | " | " | " | " |
| State actual thickness in way of Double Bottom. | | | | | | | | | | | | |
| B | 12 | 12 | 10 | 10 | 12 | 12 | 10 | 10 | " | 5 1/4 | 7/8 | 3 1/2 |
| C | 12 | 12 | 10 | 10 | 12 | 12 | 10 | 10 | " | " | " | " |
| D | 12 | 10 | 10 | 10 | 12 | 10 | 10 | 10 | " | " | " | " |
| E | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| F | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| G | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| H | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| I | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | " | " | " | " |
| J | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| K | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | " | " | " | " |
| L | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| M | 12 | 9 | 9 | 9 | 12 | 9 | 9 | 9 | " | " | " | " |
| N | 13 | 10 | 10 | 10 | 13 | 10 | 10 | 10 | " | " | " | " |
| O | 44 | 14 | 11 | 11 | 44 | 14 | 11 | 11 | " | 6 | 1 | 4 1/2 |
| P | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | " | 5 1/4 | 7/8 | 3 1/2 |
| Q | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | " | " | " | " |
| R | | | | | | | | | | | | |
| S | | | | | | | | | | | | |
| DOUBLING OF FLAT PLATE KEEL | | | | | | | | | | | | |
| Length and thickness of Bilges | at each end of bridge for about 20 feet. | | | | | | | | | | | |
| Length and thickness of Sheerstrakes | | | | | | | | | | | | |
| Length and thickness of Strake below | | | | | | | | | | | | |
| POOP SIDES | | | | 8 | | | | 8 | | | | |
| BRIDGE SIDES | as shown above | | | | | | | | | | | |
| FORECASTLE SIDES | | | | 8 | | | | 8 | | | | |

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. *Siemens-Martin's - Glasgow & Co.*

Has the Steel been tested as required by the Rules? *yes.*

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

Inner Bottom Plating, riveting of Edges *as required.* Butts *Double.*

Centre Girder Butts, *treble* riveted. Keelson Butts, *—* riveted.

Frames, riveted through Plates with *7/8* in. Rivets, about *7 to 6* in. apart.

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

FRAMES extend in one length from Centre line to margin plate, and thence to top height. state if ordinary or jogged? *jogged in way of double bottom only*

REVERSED FRAMES on floors and frames extend from Centre line to margin plate & thence to main & spar state if ordinary or jogged? *as required*

Has the Steel been tested as required by the Rules? *yes.*

| MASTS, SPARS, &c. | | | | | | | | | | | |
|---|-------------|--------------|--------------------------------------|-----------|------------|-------|-------------------------|---------|-------|-----------|--------------|
| | Material. | Total Length | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETING. | |
| | | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | Seams. | Butts. |
| Pole. | | | | | | | | | | | |
| LOWER MASTS... | Fore | Steel 56-0 | 27 x 7/16 | 25 x 7/16 | 20 x 2 1/2 | — | 2 | — | — | Single | DT Tag reqd. |
| | Main | " 57-6 | " " | " " | " " | — | " | — | — | " | " |
| | Mizen | | | | | | | | | | |
| Bowsprit | | | | | | | | | | | |
| Topmasts, Yards and Remainder of Spars <u>See</u> | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds <u>5" Steel wire</u> Stays <u>2 1/4" Steel wire</u> | | | | | | | | | | | |
| Sails. | one | Suit of | Sails, and the following spare sails | | | | | | | | |

| EQUIPMENT No. 47049 LETTER Z. | | | | | | | | | | | |
|-------------------------------|-----------|-------------------|------|-----------------|-------|------------------------|------|-------------------------|------|---------------------------|---|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK | | WEIGHT OF STOCK | | TEST, PER CERTIFICATE. | | WEIGHT REQ. BY TABLE 22 | | Description of Anchor. | Makers. |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Cwts. | qrs. | | |
| 30854 | 1st Bower | 63 | 2 | 11 | 50 | 5 | 0 | 63 | 3 | Taylor's Cast Steel Head. | not stated |
| 30855 | 2nd " | 63 | 1 | 0 | 50 | 2 | 0 | 63 | 3 | " | " |
| 30856 | 3rd " | 54 | 3 | 14 | 45 | 5 | 3 | 54 | 3 | " | " |
| Collective weight | | 181 | 2 | 25 | 182 | 0 | 0 | | | | |
| 58388 | Stream | 17 | 3 | 12 | 17 | 2 | 0 | 17 | 2 | Ordinary | F. P. Jones & Co. Kelton, 6.12.06. Perrins. |
| 58387 | Kedge | 7 | 2 | 21 | 7 | 2 | 0 | 7 | 2 | " | " |

| CHAIN CABLES. | | | | | | | | | | | |
|------------------------|---------------------------|-----------------------|-----------------------|------|-------------------------------|--------------|--|--|----------------------------|---------------------------|-------|
| Number of Certificate. | Length and Size supplied. | Test per Certificate. | WEIGHT OF CHAIN CABLE | | Fathoms and Size per Table 22 | Description. | Makers of Cables. | Where and when tested, and Superintendent. | Material. | Length and Size supplied. | |
| | | | Cwts. | qrs. | | | | | | Fathoms. | Ins. |
| 40567 | 135 | 2 1/4 | 342 | 2 | 270 | 2 1/4 | T. P. Jones & Co. Nottingham, 13.12.06. Perrins. | 17.12.06. | POWLINE | 120 | 5 |
| 40569 | 135 | " | 340 | 1 | 270 | 2 1/4 | " | " | HAWSERS & WARPS | 90 | 2 1/4 |
| Total | | | 682 | 3 | 540 | 4 1/2 | | | | | |
| 30116 | 47 tons Steel wire. | 2 1/4 | 47 | 10 | 90 | 4 1/2 | Steel wire T. R. Black Ltd. 12.12.06. | not stated | Tipton, 23.11.06. Perrins. | 90 | 2 1/4 |

Boats *efficient* 4 *2*. 2 fitted as life boats.

Pumps, Number 2 *efficient* Diameter of Barrel *1-6* in. state whether they are in efficient working order *yes.*

Windlass is *efficient* *Smerson Walker & Thompson's* Capstan

Engine Room Skylights. How constructed? *of steel plates and angles.*

What arrangements for deadlights in bad weather? *steel lids fitted with glass bull's eyes.*

Coal Bunker Openings. How constructed? *plates & angles.* How are lids secured? *secured in usual way.* Height above deck? *18 in.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *8 Scuppers each side, 4 freeing ports each side 3 1/2 x 2 1/2.*

Ceiling in Holds, thickness and material *2 1/4 in. Pine under patches at 2 1/2 in. Cargo Battsens, thickness and material 2 1/2 in. 3 battens.*

Cargo Hatchways. How formed? *Steel plates and angles in usual way.* Hatches, If strong and efficient? *in wells 8 in. under bridge 2 1/2 in. 25-0 x 16-0.*

State size No. 1 Hatch (Forward) *25-0 x 16-0* No. 2 Hatch *24-2 x 16-0* No. 3 Hatch *16-8 x 16-0* No. 4 Hatch *25-0 x 16-0*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 deep webs in 20 1/2 x 14 1/2, 3 in 20 1/2 x 14 1/2, and 1 in 20 1/2 x 14 1/2.*

Steel fore and afters in each hatch. No. of Breasthooks *4.* No. of Crutches *deep floors aft.*

Bulwarks, height above deck and description *5 1/2 - 6 1/2 steel plating* Main Rail and Stays material and size *6 in. 3 1/2 in.*

The above is a correct description.

Builder's Signature (here only) *W. W. McMillan* Surveyor's Signature *J. D. Minnette*

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. 19.10.05; 24.10.05, 23.10.05, 30.10.05, 29.11.05, 22.12.05, 12.4.06, 7.6.06, 26.6.06, 1.1.07, 15.1.07, 13.2.06.

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*

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 plating? *in a few cases.*

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.) *Workmanship and materials, good.*

This steel screw steamer has been built in accordance with the Rules and the approved plans as per Secretary's letters above referred to.

Is constructed with a short poop, long bridge and topgallant forecabin of the length shown under.

Water ballast is to be carried in way of holds, under engines and boilers and in after peak.

Electric lighting fitted on board.

Bloemfontein, Glas. Rpt No. 246123

Accepting as regards a few items.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *36.4* ft., R.Q.D. or Break *—* ft., Bridge Dk. *22.2* ft., F'castle *38.2* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop is not joined to Bridge deck.*

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) *1 dk. (Stk) & Spar dk. (Stk) & deep framing.*

Official No. *—*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Cemented and coated with paint.* Outside *coated with paint.*

PARTICULARS 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. | Water Capacity. | Where fitted. | Length. | Water Capacity. |
|---|---------|-----------------|--|---------|-----------------|
| | | | | | |
| Double bottom, aft, | 122.9 | 294 | Fore peak tank, | 16.6 | 45 |
| Double bottom, under Engines and Boilers, | 41.6 | 145 | After peak tank, | 20.0 | 70 |
| Double bottom, if under Engines only, | — | — | Deep tank aft, | — | — |
| Double bottom, if under Boilers only, | — | — | Deep tank forward, | — | — |
| Double bottom, forward, | 181.2 | 536 | Other tanks, if fitted, | — | — |
| Total capacity | 975 | — | (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>440</i> | Fees applied for, <i>25 MAR 1907</i> | |
| Date <i>12.6.06</i> | Received by me, <i>28/3/07</i> | |
| No. <i>410</i> in builder's yard. | Travelling Expenses, if any £ <i>—</i> | |
| DATES OF SURVEYS held while building | Total No. of Visits <i>57</i> | |

The amount of Entry Fee £ *5* : : : Certificate to be sent to *Glasgow*

Special £ *1/7* : : : Received by me, *28/3/07*

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 A 1 "Spar deck"*

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

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

Committee's Minute *Glasgow 25 MAR 1907*

Character assigned *+ 100 H (Steel) "Spar dk." Lloyd's R. R. S.*

When for is filed