

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		EDGES.		BUTTS.			
Breadth.		Thickness.		Thickness.		Thickness.		Breadth.		Thickness.		Thickness.		Breadth.		Thickness.			
FLAT PLATE KEEL.....		36	20	14	14	36	20	14	36	20	14	36	20	14	36	20	14		
Girders or A Strake...		50	15	13	13	50	15	13	50	15	13	50	15	13	50	15	13		
State actual thickness in way of Double Bottom.																			
B "		11	9	9	9	11	9	9	11	9	9	11	9	9	11	9	9		
C "		12	10	10	10	12	10	10	12	10	10	12	10	10	12	10	10		
D "		12	10	10	10	12	10	10	12	10	10	12	10	10	12	10	10		
E "		14	11	11	11	14	11	11	14	11	11	14	11	11	14	11	11		
F "		13	10	10	10	13	10	10	13	10	10	13	10	10	13	10	10		
G "		13	10	10	10	13	10	10	13	10	10	13	10	10	13	10	10		
H "		12	9	9	9	12	9	9	12	9	9	12	9	9	12	9	9		
J "		13	10	10	10	13	10	10	13	10	10	13	10	10	13	10	10		
K "		12	9	9	9	12	9	9	12	9	9	12	9	9	12	9	9		
L "		14	11	11	11	14	11	11	14	11	11	14	11	11	14	11	11		
M "		14	11	11	11	14	11	11	14	11	11	14	11	11	14	11	11		
N "																			
O "																			
P "																			
Q "																			
R "																			
DOUBLING OF PLATE KEEL																			
Length and thickness of Sheerstrake.		at ends of bridge																	
POOP SIDES																			
BRIDGE SIDES		12 x 13				12 x 13													
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>Mild Steel</i> <i>Steel: Palmers S.S. Co. Ltd. Southampton & Co. Ltd.</i> <i>Barnett & Co. Ltd. Birmingham & Co. Ltd. Birmingham</i> <i>Iron: John Hill & Co. South Birmingham S.S. Co. Ltd.</i> Has the Steel been tested as required by the Rules? <i>yes</i>																			
FRAMES extend in one length from <i>middle line</i> to <i>tank margin thence to gunwale</i> REVERSED FRAMES on floors and frames extend from <i>middle line to tank margin, thence to upper deck</i>																			
MASTS, SPARS, &c.																			
LOWER MASTS: Fore <i>Steel</i> 46-48, Main <i>Steel</i> 47-8, Mizzen <i>Steel</i> 47-8 Topmasts, Yards and Remainder of Spars <i>Bitum line</i> Rigging, Material and Size, <i>Shrouds</i> <i>Saved from wire</i> 35, <i>Stays</i> 14-8 Sails, <i>one</i> Suit of <i>fore raft</i> Sails, and the following spare sails																			
EQUIPMENT No. 4174 LETTER <i>22</i> 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 Superintended. 29145 1st Bower 56 1 0 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 29146 2nd " 56 0 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 29147 3rd " 47 2 0 14 14 14 14 14 14 14 14 14 14 14 14 14 14 4th " 47 2 0 14 14 14 14 14 14 14 14 14 14 14 14 14 14 7346 Stream 15 2 21 3 3 21 17 3 0 14 15 0 0 15 0 0 15 0 0 365 Kedge 6 2 0 1 2 14 8 15 0 0 6 2 0 6 2 0 6 2 0 The Builders attention was called to that the Bower being 14 lbs light																			
CHAIN CABLES. HAWSERS AND WARPS.																			
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 Superintended, Material, Fathoms, Size, Breaking Test of Steel Wire, Fathoms and Size per Table 22. 2706 270 2 1/2 9 1/2 13 1/2 608 2 1/4 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 270 x 2 1/2 90 4 1/2 39 90 4 1/2 39 90 4 1/2 39 90 4 1/2 39 90 4 1/2 39 90 4 1/2 39 90 4 1/2 39																			
Boats <i>2 life boats and 2 others</i> Pumps, Number <i>as per approved plan</i> Windlass is by <i>Blake Chapman & Co. Ltd.</i> Engine Room Skylights—How constructed? <i>of steel plates and angles with wood flaps</i> What arrangements for deadlights in bad weather? <i>bull's eyes in wood flaps</i> Coal Bunker Openings—How constructed? <i>of steel plates and angles</i> How are lids secured? <i>by bars interlocking</i> Height above deck? <i>15 above bridge deck</i> Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>4 scuppers, 4 freeing ports 30 x 15</i> Ceiling in Holds, thickness and material <i>2 1/2 WP</i> Ceiling between Decks, thickness and material <i>2 WP</i> Cargo Hatchways—How formed? <i>of steel plates and angles</i> Hatches, If strong and efficient? <i>yes</i> State size No. 1 Hatch (Forward) <i>25 x 18</i> No. 2 Hatch <i>25 x 18</i> No. 3 Hatch <i>12 x 17</i> No. 4 Hatch <i>25 x 18</i> Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>2 web plates and 3 bull T beams in each large hatch, no fore and afters</i> Bulwarks, height above deck and description <i>4-3 of steel plate 3/8 thick</i> Main Rail, material and size <i>6 1/2 x 3 1/2 x 1/2</i> The above is a correct description. Builder's Signature (here only) <i>R. W. Dryden</i> Director, Surveyor's Signature <i>J. Bennett</i> 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 this case)

25th Aug 05 m 29th Aug 05 m 6th Oct 05 2 29th Nov 05 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* 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 facing surfaces? *yes* Do any rivets break into or through the seams or butts of plating? *a few*

Are the butts of Plating, Stringers, &c., properly shifted and lapped? *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 is good and the vessel has been built in accordance with the approved plans (5 in number) which together with the forgings report are attached hereto*

Drawings
 Midship Section
 Profile
 Beam Knees & Tank Brackets
 Fore and Aft Sections
 Pumping Arrangement

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *31.25* ft., R.C.D. or Break *—* ft., Bridge Dk *227.08* ft., F'castle *35.25* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *1 BK (ft m x ft st) x deep framing*

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)

Official No. *120666*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Portland cement and paint* Outside *paint*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	116.66	396	Fore peak tank.		158
Double bottom, under Engines and Boilers.			After peak tank.		191
Double bottom, if under Engines only.	27.08	107	Midship deep tank.		
Double bottom, if under Boilers only.			Other tanks, if fitted.		
Double bottom, forward.	154.16	548	(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. *1901*

Date *9th Sept. 1905*

No. *717* in builder's yard.

DATES OF SURVEYS held while building

1905: Sept. 1, 5, 7, 8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, Oct. 2, 3, 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. 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. 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, 1906: Jan. 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, Feb. 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. 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. 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 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, Jun. 2, 3, 4, 5, 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