1 ~~or 2~~ Dks., ~~R.Q.Dk.~~, ~~and B. Awng. Dk.~~

~~IRON OR~~ STEEL STEAMER.

No. 15453.

State if Report is also sent on the Machinery of the Vessel yes from Glasgow Received at London WED. 2 SEP 1908

Date of completion of Report 23rd August 1908 Port of GREENOCK.

Survey held at PORT GLASGOW Date, First Survey 26th March 08 Last Survey 21st August 1908

On the S.S. "NGAHERE" Rig SCHOONER.

TONNAGE under Tonnage Deck	893·01
Do. of Poop BREAK	28·82
~~Do. of Raised Qr. Dk. or Break~~	
Do. of Bridge House	51·89
Do. of Forecastle	7·41
Do. of Houses on Deck	16·83
Do. of excess of Hatchways	53·72
Do. above Crown of Engine Room	38·52
Gross Tonnage	1090·20
Less Crew Space	77·49
Less above Crown of Engine Room	38·52
Tonnage for Fees	974·19
Less Engine Room	426·53
Less Navigation Spaces	30·13
Register Tonnage as cut on Beam	556·05

ONE ~~2 3~~ DECKED VESSEL.

CLASS ✠100A.1.

RETAIN

	Feet.
Half Breadth (moulded)	16·5
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam)	17·34
Girth of Half Midship Frame (as per Rule)	31·10
1st Number	64·94
Length on deck from after part of stem to fore part of stern post	223·75
2nd Number	14530·32
Proportions—Breadths to Length	6·78
Depths to Length—Main Deck to top of Keel	12·9

Master JOSEPH MADDEN

Year of appointment (1) As master in service of owner of present vessel:—19 — (2) As master of this vessel 1908

Built at PORT GLASGOW

When built 1908 Launched JULY 28TH 08

By whom built A RODGER & Co

Owners THE BLACBALL COAL Co LTD

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

Residence MANSION HOUSE CHAMBERS 20 BUCKLERSBURY LONDON E.C.

Port belonging to PORT GLASGOW

Destined Voyage AUCKLAND N.Z. If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule	Feet. 223	Inches. 9	BREADTH—Moulded	Feet. 33	Inches. 0	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet. 14	Inches. 7	No. of Decks with Flat laid ONE; No. of Tiers of Beams ONE

Dimensions of Ship per Register, Length, 225 breadth, 33·15 depth, 15·7. Moulded Depth, 16 ft. 8 ins. Round of Beam, Actual 8 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved.	20ths per Rule
FRAME, Angles, ~~Z or~~ L Bars, for 3/5 length amidships	6	3	9	6	3	9
Do. for 1/5 at each end	6	3	8	6	3	8
Frames in way of Engine & Boiler space & Bunker increased 1/20" in thickness						
Do. in way of Double Bottoms at Solid Floors	3	3	6	3	3	6
,, PEAKS ~~at intermdt. Bkts.~~	5	3	8	5	3	8
Spacing of Frames from centre to centre		23			23	
REVERSED FRAME, Angles in C.D.B.	3	3	6	3	3	6
DEEP FRAMING, depth of girder	.	6	.	.	6	.
FLOORS, depth and thickness of Floor Plate at mid-line ~~for 3/5 length~~ amidships under	19	×	11	19	×	10
,, ~~in way of Engines and Boilers~~ Boilers	CELLULAR DOUBLE					
,, thickness at the ends of vessel	BOTTOM EXCEPT					
,, depth at 3/4 the half breadth, as per Rule	UNDER BOILERS					
,, height extended at the Bilges	.	47½	.	.	47½	.
FLOORS & BRACKETS, in Cell Dble Bottoms (Increased 1/20 above Rules as shewn)	33	×	7	33	×	6
,, ,, state if flanged (top & bottom)	NOT FLANGED					
,, ,, Spacing	.	23	.	.	23	.
CENTRE GIRDER, in Double Bottom, depth and thickness	33	×	8	33	.	8
,, ,, Angles, Top SINGLE	5	5	9	5	5	9
,, ,, ,, Bottom DBLE	3½	3½	9	3½	3½	9
SIDE GIRDERS, number on each side & thickness	ONE		7	ONE		7
,, ,, state if flanged (top & bottom)	FLANGED TOP & BOTTOM					
,, Angles VERTICAL	2½	2½	6	2½	2½	6
MARGIN PLATE, depth (exclusive of flange) and thickness ~~increased~~ 1/20 above Rule	22	×	8	22	×	~~7~~
,, Angles to Outside Plating	3½	3½	7	3½	3½	7
,, ,, Floors	3	3	6	3	3	6
,, Height of Floors at the Bilges	3-11½			3-11½		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake (Increased 1/20 above Rule)	33	×	9-8	33	×	8-7
,, ,, thickness in Engine ~~and Boiler space~~	.	.	9-8	.	.	7
,, ,, ,, Remainder in Holds no close ceiling			9	fitted in holds		8
BEAMS, Main ~~and Raised Quarter Deck~~, Single Angle, ~~Bulb Angle, Plate or Tee Bulb~~	6	3	8	6	3	8
,, ~~Angles on Upper Edge~~ HALF BEAMS angles	5½	3	8	5½	3	8
,, Spacing	.	23	.	.	23	.
~~BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb~~	.	.	.	.	.	.
~~,, Angles on Upper Edge~~	.	.	.	.	.	.
~~,, Spacing~~	.	.	.	.	.	.
~~BEAMS, Hold, Plate or Tee Bulb~~	.	.	.	.	.	.
~~,, Angles on Upper Edge~~	.	.	.	.	.	.
~~,, Spacing~~	.	.	.	.	.	.
BEAMS, Poop Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	7	5½	3	7
,, ~~Angles on Upper Edge~~	.	.	.	.	.	.
,, Spacing	.	46	.	.	46	.
BEAMS, Bridge ~~or Rt. Awng.~~ Deck, Angle, Bulb Angle Plate, or Tee Bulb	6½	3	8	6½	3	8
,, ~~Angles on Upper Edge~~ HALF BEAMS angles	6	3	8	6	3	8
,, Spacing		46		.	46	.
BEAMS, Forecastle Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	6	5	3	6
,, ~~Angles on Upper Edge~~	.	.	.	.	.	.
,, Spacing	.	23	.	.	23	.
PILLARS, ~~In 'tween Decks,~~ Size and Spacing	.	.	.	.	.	.
,, ,, Hold ,, ,,	3¼ to 3½		46 apart	3¼ to 3½		46 apart
,, ~~Quarter, 'tween Dks.,~~ ,, ,,	and large brackets in way of Hatchways					
,, ,, ~~in Hold~~ ,, ,,						
WEB FRAMES, ~~In Fore Body, No. and Spacing~~	.	.	.	.	.	.
~~,, ,, ,, Brdth. & Thickness~~	.	.	.	.	.	.
~~,, No. of Side Stringers~~ ,, ,,	.	.	.	.	.	.
WEB FRAMES, In E. & B. Space, No. & Spacing	ONE	face angle		5½×3½×		9/20
,, Brdth. & Thickness	15	×	7/20	15	×	7/20
~~WEB FRAMES, In After Body, No. and Spacing~~ frame angle 4×3×7/20	.	.	.	.	.	.
~~,, ,, ,, Brdth. & Thickness~~	.	.	.	.	.	.
~~,, No. of Side Stringers~~ ,, ,,	.	.	.	.	.	.
~~,, Size of Angles or Tee Bars to Web Frames~~	.	.	.	.	.	.
~~BRACKET PLATES to Stringers between Web Frames, Depth and Thickness~~	.	.	.	.	.	.

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates depth and thickness	Flat plate	Rule
STEM, moulding and thickness (RUBBING BAR 7½"×1¼")	7¼×2⅜	7¼×2⅜
STERN-POST for Rudder do. do.	7½×4¾	7½×4¾
,, for Propeller	7½×4¾	7½×4¾
MAIN PIECE of Rudder, diameter at head	6	6
Single plate 18/20 do. at heel 3"	4½	4½
RUDDER, how constructed	built forged frame	single plate
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 Approved.	20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	Deep framing and cellular double bottom under boilers					
,, Rider Plate						
,, Bulb Plate to Intercostal Keelson						
,, Horizontal Plates on Floors						
,, Angles						
SIDE KEELSON, Angles						
,, Bulb or Plate above floors for lng.						
,, Intercostal Plate for length						
,, Attached to outside plating with Angle						
BILGE KEELSON, Angles						
,, Bulb or Plate above floors for lng.						
,, Intercostal Plate for length						
,, Attached to outside plating with Angle						
BILGE STRINGER Angles						
,, Bulb Plate for length						
,, Intercostal Plate for length						
,, Attached to outside plating with Angle						
TWO SIDE STRINGERS Angles on face	5½	3½	9-8	5½	3½	9-8
,, Bulb or Intercostal Plate for whole lng.		12½			12½	
,, Attached to outside plating with Angle	3	3	7-6	3	3	7-6
Intercostal keelson in Boiler space			9			9
Main ~~and Raised Quarter~~ Deck Stringer Plate, breadth and thickness 13/20 above Rule & angles	3½×3× 84		8 10-8	3½×3× 84		8 10-8
,, Angle on ditto	4×4×		8	4×4×		8
,, Tie Plates, outside Hatchways	.		.	.		.
,, Diagonal Tie Plates on Bms., No. of Pairs	.			.		.
,, Main Dk* ~~Iron or~~ Steel for Whole lng.	.		6-8	.		6-8
,, R. Q. Dk* Iron or Steel for lng.	.		.	.		.
,, Wood Deck, Material & thickness	.		.	.		.
Lower Deck Stringer Plate, breadth and thickness	.		.	.		.
,, Angles on ditto, No.	.		.	.		.
,, Tie Plates, outside Hatchways	.		.	.		.
,, Deck* Material and thickness	.		.	.		.
Hold Stringer Plate	.		.	.		.
,, Angles on ditto, No.	.		.	.		.
Poop Deck Stringer Plate, breadth & thickness	22		6	22		6
,, Angle on ditto	3½×3½×		7	3½×3½×		7
,, ~~Tie Plates~~ STEEL DK PLATING	.		4	.		4
,, Deck, Material and thickness SHEATHING	3" p pine			3" p pine		
Bridge ~~or Rt. Awning~~ Deck Stringer Plate, breadth and thickness	38		8	38		8
,, Angle on ditto	3½×3½×		8	3½×3½×		8
,, Tie Plates STEEL DK PLATING	.		5	.		5
,, Deck, Material and thickness SHEATHING	3" p pine			3" p pine		
Forecastle Deck Stringer Plate, brdth & thcknss	22		6	22		6
,, Angle on ditto	3½×3½×		7	3½×3½×		7
,, ~~Tie Plates~~	-					
,, Deck, Material and thickness STEEL DK	.		5	.		5

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

BULKHEADS.	Number In Vessel.	Number Per Rule.	Thickness. 16ths or 20ths.	Horizontal Stiffeners Size. Inches.	Horizontal Spacing Inches.	Vertical Stiffeners Size. Inches.	Vertical Spacing Inches.	Single or Double Frames.	Height up.
W.T. BULKHEADS	4	4	6/20	none	-	6×3×9/20 B.A.	28	single 4½×4½×8/20	to Md
PARTITION ,,	1	—	6/20	do	-	4×3×7/20	30	single	.
LONGITUDINAL ,,	none								

Are the outside Plates doubled two spaces of Frames in length? Yes

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? Yes

Rpt. 1A. 5c.6,6.

W768-0095½

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PLATING. / RIVETING.

STRAKES.	As in Ship: Amidship Breadth (Inches)	Amidship Thickness (20ths)	Forward Thickness (20ths)	Aft Thickness (20ths)	Per Rule or as approved: Amidship Breadth (Inches)	Thickness (20ths)	Edges (Ordinary or joggled? yes): Single or Double	Breadth of Lap (Inches)	Rivets Diam. (Inches)	Spacing cr. to cr. (Inches)	Butts: Double or Treble and for what Length	Rivets Diam. (Inches)	Spacing cr. to cr. (Inches)	Straps Breadth (Inches)	Thickness (20ths)	If Lapped Breadth (Inches)	For what Length (Feet)
Flat Plate Keel (If Bar Keel, state Riveting)	34	14	11	11	34	14	Double	5¼	7/8	3 5/6	3 R all	1	3½	19	16	—	—
Garboard or A Strake	72	10	9	9	72	10	"	"	"	"	4R ¾L	7/8	"	—	—	12	whole
B (State actual thickness in way of Double Bottom)	72	9	9	10	72	9	"	"	"	"	4R ¾L	"	"	—	—	do	do
C	66	11	10	10	66	10	"	"	"	"	4R ½L	"	"	—	—	do	do
D	72	10	9	10	72	9	"	"	"	"	4R ½L	"	"	—	—	do	do
E	72	11	9	9	72	10	"	"	"	"	4R ½L	"	"	—	—	do	do
(Sheer) F	48	14	10	10	48	13	"	"	"	"	3R ½L	1	"	—	—	10½	do
Poop Sides	—	—	—	6	60	6	Single	3	¾	3 3/8	Double	¾	2 5/8	—	—	5	whole
~~Raised Quarter Dk. Sides~~																	
Bridge Sides	—	8	—	—	—	8	Do	3	¾	3 2/7	Treble	¾	2 5/8	—	—	7½	Do
Forecastle Sides	—	—	6	—	—	6	Do	3	¾	3 3/8	Double	¾	2 5/8	—	—	5	Do
Lengths of Plating	ELEVEN FRAME SPACES.																

Write 'Sheer Strake' opposite its corresponding letter.

G, H … P: The bottom is strengthened forward of the 3/5 length in accordance with Section 12 a. The tunnel plating is 6/20 increased 2/20 under hatchways stiffeners 3×3×6/20. The boss plates covering screw shaft is 1/20 thicker than amidships. An american Elm belting is fitted at gunwale all fore & aft of 8½×8" angles 5½×4×10/20. with face plate. 5"×7/8.

IT MAY BE NOTED THAT THE THICKNESS OF C.D.E & F STRAKES IS INCREASED 1/20 ABOVE THE RULES ALL FORE & AFT. ALSO THE THICKNESS OF FLOORS TANK BRACKETS, MARGIN PLATES & TANK TOP INCREASED 1/20 AND THE SIDE FRAMES IN ENGINE & BOILER SPACE AND CROSS BUNKER INCREASED 1/20 and it is desired [bulkheads] that these increases may be noted upon the certificate of classification.

~~Doubling of Flat Plate Keel~~
Length and thickness of ~~Bilges~~; The Sheerstrakes: HAS BEEN INCREASED IN THICKNESS 2/20 OUTSIDE BRIDGE FOR ½ LENGTH & DOUBLED AT ENDS OF BRIDGE for 20 ft
The Strake below sheerstrake: HAS BEEN INCREASED 1/20 FOR HALF LENGTH OUTSIDE BRIDGE.

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.? SIEMENS MARTINS PROCESS. STEEL, DALZELL, GLASGOW LANARKSHIRE, HALLSIDE CALDERBANK. IRON, COATS, WAVERLEY
Has the Steel been tested as required by the Rules YES.

Main Stringer Plate { **Butts,** treble riveted for HALF length amidship, **Straps,** ~~single, double or~~ overlapped for 2R at ends [whole] length ~~amidship~~
Butts of Bilge & Side Stringers, and Tie Plates, treble ~~or double~~ riveted? Yes
Inner Bottom Plating, riveting of **Edges** Single **Butts** 1R & 2R in 2 space
Centre Girder Butts, Treble riveted. **Keelson Butts,** treble riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 6⅛ apart.
Rivets, state whether of Iron or Steel Iron

FRAMES extend in one length from CENTRE LINE TO MARGIN PLATE THENCE TO GUNWALE state if ~~ordinary or~~ joggled yes
REVERSED FRAMES on floors and frames extend from CENTRE LINE TO MARGIN. DOUBLE IN ENGINE SPACE state if ~~ordinary~~ or joggled do
SINGLE BOILER SPACE 5"×5"×9/20
Bulb angle framing

MASTS, SPARS, &c.

	Material.	Total length.	Diameter and Thickness: At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles: Number.	Size.	Riveting: Seams.	Butts.
Lower Masts… Fore	STEEL	93-6	19×7/20	17×6/20	15½×6/20	8×5/20	TWO	TWO	3½×3×7/20	SINGLE	TREBLE
Main	DO	86-6	DO	DO	DO	DO	DO	DO	DO	DO	DO
~~Mizen~~											
B~~owsprit~~											

Topmasts, Yards and Remainder of **Spars** pitch pine
Rigging, Material and Size, **Shrouds** galvanised steel wire 3½ **Stays** galvanised steel wire 4"
Sails One complete Suit of fore & aft schooner Sails and the following spare sails ——

Equipment No. 15623 Letter N. Tonnage U.Dk. or Plating No. for Trawlers ——
× certificates of mechanical tests forwarded

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex Stock: Cwts.	qrs.	lbs.	Weight of Stock: Cwts.	qrs.	lbs.	Test, per Certificate: Tons.	Cwts.	qrs.	lbs.	Weight Required by Table 22: Cwts.	qrs.	lbs.	Description of Anchor.	Makers. (If Patent state Name of Patentee.)	Where and when tested and Superintendent. (If Stockless, state Mechanical Tests.)
× 10999	1st Bower	25	3	0	.	.	.	25	8	0	14	25	2	0	STOCKLESS	W. L. Byers	Sun 3/6/08 W. J. Ref.
× 11000	2nd	25	2	21	.	.	.	25	8	0	14	25	2	0	DO	DO	do do do
× 10984	3rd	22	1	14	.	.	.	22	13	0	14	22	0	0	DO	DO	do 28/5/08 do
	Collective weight	73	3	7								73	0	0			
60952	Stream	6	2	15	1	3	2	9	0	0	0	6	2	0	ORDINARY	T. P. Jones & Co	Neth 14/5/08 [initials]
60951	Kedge	3	2	5	0	3	22	6	0	3	21	3	2	0	DO	DO	do do do

CHAIN CABLES.

Number of Certificate.	Length (Fathoms)	Diam. (Ins.)	Test per Certificate: Statutory (Tons)	Breaking (Tons)	Weight of Chain Cable: Supplied (Cwts. qrs. lbs.)	Per Table 22 (Cwts. qrs. lbs.)	Per Table 22: Length (Fathoms)	Diam. (Ins.)	Description.	Makers of Cables.	Where and when tested and Superintendent.
42451	105	1½	40½	58 7/10	121-2-0	242-0-5	210	1½	STUD	T. P. JONES & Co	NETH 23/5/08 [initials]
42461	105	1½	40½	58 7/10	121-0-5	—	—	—	"	DO	" 27/5/08 "
42459	spare shackles for 1 5/16 chain				15-16-0-0		m	1066			" 23/5/08 "
Iron Stream Chain or Steel Wire	75	3½ cir	26				75	3½	(Steel wire)	Wheeler & Co Ld.	

HAWSERS AND WARPS.

Material.	Length and Size supplied: Length (Fathoms)	Cir. (Ins.)	Breaking Test of Steel Wire Towline (Tons)	Length and Size per Table 22: Length (Fathoms)	Cir. (Ins.)
Towline	90	3¼	22	90	3¼ wire
Hawsers & Warps	90	2¼	9½	90	6
" "	110	2½	12½	90	8
" "	90	5 manilla			
	120	3½	ditto		

Boats 2 lifeboats and 1 dingy
Pumps, Number 4½ Downton in ERT hand pump in fore peak Diameter of Barrel 4½ State whether they are in efficient working order Yes
Windlass is Clarke Chapman's patent steam **Capstan** none fitted. 9 steam winches
Engine Room Skylights.—How constructed? Steel plates &
What arrangements for deadlights in bad weather? Steel plate covers (hinged) with bulls eyes
Coal Bunker Openings.—How constructed? Steel How are lids secured? Cleats & batten Height above [break] deck? 12"
Number of **Scuppers,** and number and dimensions of **Freeing Ports,** &c. 7 each side and 6 ports each side 30"×22"
Ceiling in Holds, thickness and material none fitted **Cargo Battens,** thickness and material none fitted
Cargo Hatchways.—How formed? Steel plates and angles **Hatches.**—If strong and efficient? Yes 3" thick
State size **No. 1 Hatch** (Forward) 23'×18' & 16'×42" **No. 2 Hatch** 23'0"×18'×42" **No. 3 Hatch** 23'×18'×42" **No. 4 Hatch** 23'×18'×42"
Number of **Web Plates,** ~~Shifting Beams, and Fore and Afters~~ to each Hatch as approved four shifting beams to each hatchway no fore & afters. **No. of Breasthooks** 5 **No. of Crutches** Deep floors
Bulwarks, height above deck and description 5/20 Steel plates 5½' above Dk Main Rail and Stays, material and size Rail of B.A. 6"×3"×8/20 Stays of bulb plate 6×6/20

The above is a correct description.
Surveyor's Signature Edward J. W. Tierney
Surveyor to Lloyd's Register of British and Foreign Shipping.
Builder's Signature (here only). A. Rodger & Co

Rpt. 1A.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*)
M 19/1/08 20/2/08 22/2/08 M 14/3/08 E 1/4/08
Workmanship. Are the butts of plating planed or otherwise fitted? planed where practicable
Is the riveted work properly closed? Yes
Are the liners between the frames ~~and~~ plates solid single pieces? frames joggled 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? no
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 ditto
General Remarks (State quality of workmanship, &c.)
This steel screw steamer has been built in accordance with the approved plans and the Society's Rules & Secretary's letters. The Quality of the material and the workmanship is good. The keel was sighted and found to be straight & the moulded depth &c checked before being launched.

The Surveyor should state the Number of Report and Name of any Sister Vessel. (none)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20 ft., ~~R.Q.D. or Break~~ —— ft., Bridge Dk. 58 ft., F'castle 21·6 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
The poop is a sunk or half poop & is not connected to bridge
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 (Steel) and Deep framing
Official No. ; Signal Letters State if Machinery is fitted aft
How are the surfaces preserved from oxidation? Inside paint & cement Outside paint

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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	70'-11"	97	Fore peak tank,	—	28
Double bottom, under Engines ~~and Boilers~~, (Fresh water)	15'-4"	31	After peak tank,	—	32
~~Double bottom, if under Engines only,~~			~~Deep tank, aft~~		
~~Double bottom, if under Boilers only,~~ ORDINARY FLOORS UNDER BOILERS.			~~Deep tank, forward~~		
Double bottom, forward,	84-4	135	Other ~~tanks, if fitted,~~		
Total capacity		263	(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. 2801
Date 11th March /08
No. 407 in builder's yard
Dates of Surveys held while building: 1908. Mar 26. 30. April 1. 3. 8. 10. 15. 17. 20. 23. 28. 29. May 4. 7. 11. 14. 18. 20. 22. 26. 27. 30 June 4. 8. 12. 19. 22. 24. 29. July 15. 16. 17. 21. 27. 28. August 17. 21.
Total No. of Visits 37.

The amount of Entry Fee £3 : : :
Special £48 : 14 :
Travelling Expenses, if any £ : : :
Fees applied for, 24/8/1908
Received by me, 25/8/1908 DMK.
Certificate to be sent to Greenock
State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed ✠ 100 A.1.
~~With~~ without Freeboard, as condition of Class Yes
Edward J. W. Tierney
Surveyor to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the Committee's Minute.
Committee's Minute GLASGOW 1 SEP. 1908
Character assigned ✠ 100 A1 (Steel) 8.08. Lloyd's A&CP. ✠ LMC 8,08. C.B.C.
(C. Cargo battens C.H.)
See Gls. [illegible] 4/9/08

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