

PLATING.										RIVETING.										
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.					
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.					
Breadth.					Thickness.					Breadth.					Thickness.					
FLAT PLATE KEEL					35	14	11	11	35	14	DOUBLE	5 1/4	7/8	3 3/4	TREBLE	7/8	3	-	9	FULL
GABBOARD OF A STRAKE					54	11	10	10	54	11	D°	4 1/2	3/4	3 1/2	D°	3 1/8	-	-	-	
B					9	8	8	8	9	8	D°	"	"	"	D°	3/4	3	-	10	
C					10	8	8	8	10	8	D°	"	"	"	D°	3/4	3	-	12	
D					9	8	8	8	9	8	D°	"	"	"	D°	3/4	3	-	10	
E					10	8	8	8	10	8	D°	"	"	"	D°	3/4	3	-	12	
F					10	8	8	8	10	8	D°	5 1/4	7/8	3 3/4	D°	7/8	3 1/2	-	12	
G					38	11	9	9	38	11	D°	"	"	"	D°	3 1/8	-	-	9	
H																				
I																				
J																				
K																				
L																				
M																				
N																				
O																				
P																				
DOUBLING OF PLATE KEEL																				
Length of Bilge																				
Length of Sheerstrakes																				
Length of Strake below																				
RAISED QUARTER DECK SIDES					10 1/2	20			10 1/2	20										
BRIDGE SIDES					10 1/2	20			10 1/2	20										
FORECASTLE SIDES					6 1/2	20			6 1/2	20										
LENGTHS OF PLATING					TWELVE	FRAME SPACES.														

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'S PROCESS)

PLATES, ANGLES, ETC.: HALLSIDE, GLASGOW, DALZELL, LANARKSHIRE, CLYDEBRIDGE, CLYDESDALE, AND CALDERBANK.

Has the Steel been tested as required by the Rules YES.

FRAMES extend in one length from CENTRE LINE to MARGIN AND THENCE TO GUNWALE state if ordinary or joggled JOGGLED

REVERSED FRAMES on floors and frames extend from CENTRE LINE TO MARGIN AND THENCE TO MAIN AND QUARTER DECKS state if ordinary or joggled "

MASTS, SPARS, &c.

LOWER MASTS.	Fore	Main	Mizen	Material.	Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.	Angles.	Size.	Seams.	Butts.
						At Partners.	Heel.	Hounds.					
Fore	STEEL	57'-0"	19 x 1/20	15 x 1/20	-	12 1/2 x 1/20	TWO	-	-	-	SINGLE	TREBLE + DBLE	
Main	D°	50'-0"	"	16 1/2 x 1/20	-	"	"	-	-	-	"	"	
Mizen	"	"	"	"	-	"	"	-	-	-	"	"	

Bowsprit

Topmasts, Yards and Remainder of SPARS OF PINE

Rigging, Material and Size, Shrouds GALV. WIRE 3 1/2" Stays 3 1/2"

Sails. ONE Suit of SCHOONER'S Sails and the following spare sails

Equipment No. 17182 Letter O

Tonnage U.K. or Plating No. for Tonnage

ANCHORS. MECHANICAL TESTS BY J. MEYER & K. HAUSS.

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 Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
55233	1st Bower	30	1	9	-	-	-	28	18	0	14	28	0	0	BRITANNIC	SYKES & SON, NETH. 11-11-05. H. GREEN
55234	2nd "	26	3	25	-	-	-	26	7	2	0	28	0	0	D°	D° D° D°
55230	3rd "	24	1	21	-	-	-	24	6	1	0	24	0	0	D°	D° D° D°
	Collective weight	81	2	27				80	0	0						
29013	Stream	7	0	0	1	3	7	9	5	0	0	7	0	0	RODGER'S	TAYLOR & SONS, TYP. 8-12-05. C.E. PERRINS
29012	Kedge	4	0	10	1	0	4	6	10	0	0	4	0	0	D°	D° D° D°

CHAIN CABLES.

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 Towline.	Length and size per Table 22.		
			Supplied.	Per Table 22.						Length.	Cl.		Length.	Cl.	
29615	120 1 1/16	43 1/16	61 1/16	150	1-15	240	1 1/16	STUD	TAYLOR & SONS, TYP. 8-12-05. C.E. PERRINS.	TOWLINE STEEL	90	3 1/4	22	90	3 1/4
29616	120 1 1/16	43 1/16	61 1/16	149	2-9	240	1 1/16	D°	D° D° D° D°	HAWES & WARPS	90	2 1/2	12 1/2	90	6
	240		300	8-24							90	5		90	5
Stream Chain	75 3 3/4	-	29			75	3 3/4	S.W.							

Boats TWO LIFEBOATS AND ONE OTHER

Pumps, Number ONE DOWNTON AND ONE HAND PUMP TO FORE PEAK. Diameter of Barrel 1 1/2" State whether they are in efficient working order YES.

Windlass is CLARKE, CHAPMAN & CO. Capstan

Engine Room Skylights.—How constructed? OF STEEL

What arrangements for deadlights in bad weather? STEEL FLAPS AND BULL'S EYES.

Coal Bunker Openings.—How constructed? OF STEEL How are lids secured? CLEATS & BATTENS. Height above deck? 9" ABOVE BIDGE DECK.

Number of Scuppers, and number and dimensions of Freeing Ports, &c. SIX SCUPPERS AND SIX WATERPORTS (36" x 23") EACH SIDE.

Ceiling in Holds, thickness and material 2 1/2" PINE.

Cargo Hatchways.—How formed? STEEL PLATES AND ANGLES. Hatches.—If strong and efficient? YES, SOLID.

State size No. 1 Hatch (Forward) 15'-4" x 14'-0" No. 2 Hatch 17'-3" x 14'-0" No. 3 Hatch 15'-4" x 14'-0" No. 4 Hatch 15'-4" x 14'-0"

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1, 3, 4, 1.—ONE SHIFTING BEAM; No. 2, 1.—ONE WEB. THREE FORE AND AFTERS TO EACH HATCH.

No. of Breasthooks THREE No. of Crutches TWO AND DEEP FLOORS

Bulwarks, height above deck and description PLATE 5 1/2" x 1/2"

Main Rail and Stays, material and size B. A. 6 x 3 x 1/2"

The above is a correct description

Builder's Signature (here only) WILLIAM HAMILTON & CO., LTD. Surveyor's Signature David M. Auslan.

Secretary

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) 13-14-24 JULY, 16-22 AUG. (E) 20 SEPT. 1905.

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED AND OVERLAPPED

Is the riveted work properly closed? YES

Are the liners between the frames and plates solid single pieces? YES, WHERE FITTED. 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 VERY FEW.

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.) This vessel has been built in accordance with the approved plans, the Secretary's letters as above stated and in other respects in conformity with the Rules; the material and workmanship are good.

The keel has been sighted and found practically straight.

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 75.07 ft., Bridge Dk. 82.33 ft., F'castle 26.5 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 R.Q.D. IS JOINED TO THE 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) ONE DECK (STEEL) AND DEEP FRAMING.

Official No. 121298; Signal Letters State if Machinery is fitted aft NO.

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 girders on floors

Where fitted.	*Length.		Water Capacity.	Where fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	57.5	80		Fore peak tank,	-	-	
Double bottom, under Engines and Boilers,	-	-		After peak tank,	-	15	
Double bottom, if under Engines only,	-	-		Deep tank, aft	-	-	
Double bottom, if under Boilers only,	-	-		Deep tank, forward	-	-	
Double bottom, forward,	103.5	171		Other tanks, if fitted,	-	-	
Total capacity	251			(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. 2348

Date 3rd July 1905.

No. 185 in builder's yard.

DATE OF SURVEYS held while building

1905 Aug 18. 30. Sep 5. 7. 13. 15. 18. 21. 26. 27. 28. 29. Oct. 4. 5. 12. 19. 24. 25. 27. Nov. 2. 6. 10. 15. 21. 22. 27. 30. Dec 6. 13. 20. 22. 27. 28.

1906 Jan 23. 31. Feb. 7. 26.

Total No. of Visits 37.

The amount of Entry Fee £ 4 : : Fees applied for, 1/3 1906 Shk.

Special £ 2 : 17 : Received by me, 2.3.1906

Travelling Expenses, if any £ : : 2.3.1906

State whether the Vessel has been built under Special Survey YES.

I am of opinion this Vessel should be Classed K-100 A1. STEEL

With or without Freeboard, as condition of Class

Committee's Minute Glasgow 12 MAR 1906

Character assigned 1- 100 A1 (Steel) Lloyd's A & C.P.

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

219/16.