





| PLATING.   |   |            |            |            |                          |            |                   |                 |       | RIVETING.         |                                       |         |       |                   |          |            |            |  |  |
|--|---|------------|------------|------------|--------------------------|------------|-------------------|-----------------|-------|-------------------|---------------------------------------|---------|-------|-------------------|----------|------------|------------|--|--|
| STRAKES.   | AS IN SHIP.   |            |            |            | PER RULE OR AS APPROVED. |            | EDGES.            |                 |       |                   | BUTTS.                                |         |       |                   |          |            |            |  |  |
|  | AMIDSHIP.   |            | FORWARD.   |            | Breadth.                 | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to cr. | Double or Treble and for what length. | RIVETS. | Diam. | Spacing or to cr. | Breadth. | Thickness. | IF LAPPED. |  |  |
|  | Inches.   | Thickness. | Thickness. | Thickness. |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Garboard or A Strake   | 36  | 10         | 9          | 9          | 32                       | 10         | Double            | 4 1/2           | 3 1/4 | 3 1/4             | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 9        | 10         | full       |  |  |
| B "  | 63  | 9          | 8          | 8          | 58                       | 9          | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 10       | 10         | "          |  |  |
| C "  | 57  | 10         | 8          | 8          | 62                       | 10         | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 12       | 12         | "          |  |  |
| D "  | 56  | 9          | 8          | 8          | 62                       | 9          | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 12       | 12         | "          |  |  |
| E "  | 55  | 9          | 8          | 8          | 52                       | 9          | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 10       | 10         | "          |  |  |
| F "  | 51  | 9          | 7          | 7          | 50                       | 8          | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 10       | 10         | "          |  |  |
| G "  | 39  | 13         | 9          | 9          | 39                       | 13         | "                 | "               | "     | "                 | Double                                | 1 1/2   | 3 1/4 | 3 1/4             | 9        | 9          | "          |  |  |
| H "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| I "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| J "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| K "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| L "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| M "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| N "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| O "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| P "  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| DOUBLING OF PLATE KEEL   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Length and thickness of Bilges   | 8 for 24 ft at break of raised quarter deck.        |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Length and thickness of Sheerstrakes   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Length and thickness of Strake below   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| POOP SIDES   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| RAISED QUARTER DECK SIDES  | 9 5 6 6 Single 2 1/2 3/4 3 1/4 Double 3 1/4 2 1/8 5 |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| BRIDGE SIDES   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| FORECASTLE SIDES   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| LENGTHS OF PLATING   | 12 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.: <i>Steel Plates, Port &amp; Starboard, Glasgow Iron &amp; Steel Works, 2, Colville, South Dumbarton &amp; W. Beaton &amp; Co., Glasgow, Scotland.</i>    |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Main Stringer Plate { Butts, treble riveted for half length amidship. Straps, single, double or overlapped for full length amidship.   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? <i>Treble.</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Inner Bottom Plating, riveting of Edges <i>Single</i> Butts <i>Single</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Centre Girder Butts, treble riveted. Keelson Butts, treble riveted.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/4 apart.   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Rivets, state whether of Iron or Steel <i>Iron.</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| FRAMES extend in one length from <i>Middle Line to Margin Plate &amp; thence to gunwale.</i> state if ordinary or jogged <i>ordinary</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| REVERSED FRAMES on floors and frames extend from <i>Middle Line to margin, in double bottom.</i> state if ordinary or jogged <i>ordinary</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| and from bilge to bilge in fore hold.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| MASTS, SPARS, &c.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| LOWER MASTS... Fore <i>Steel</i> Total length <i>54' 6"</i> At Partners <i>16' 2"</i> Heel <i>15' 2"</i> Hounds <i>12' 6"</i> Head <i>14' 2"</i> No. of Plates in round <i>4</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Mizzen <i>Steel</i> Total length <i>64' 0"</i> At Partners <i>16' 2"</i> Heel <i>15' 2"</i> Hounds <i>12' 6"</i> Head <i>14' 2"</i> No. of Plates in round <i>4</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Bowsprit <i>Steel</i> Total length <i>16' 2"</i> At Partners <i>16' 2"</i> Heel <i>15' 2"</i> Hounds <i>12' 6"</i> Head <i>14' 2"</i> No. of Plates in round <i>4</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Topmasts, Yards and Remainder of Spars <i>Pitch Pine</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Rigging, Material and Size, Shrouds <i>Salvaged Steel Wire 3"</i> Stays <i>3"</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Sails, <i>Complete</i> Suit of <i>fore &amp; aft.</i> Sails and the following spare sails <i>✓</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Equipment No. <i>10950</i> Letter <i>j</i> Tonnage U.D.K. or Plating No. for Trawlers  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| ANCHORS.   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Number of Certificate <i>12669</i> 1st Bower <i>16' 3" 0"</i> 2nd <i>16' 3" 0"</i> 3rd <i>11' 2" 7"</i> Collective weight <i>445</i> Stream <i>4' 3" 0"</i> Kedge <i>2' 2" 7"</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| CHAIN CABLES.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Number of Certificate <i>9512</i> Length and size supplied <i>105' 14" 288</i> Test per Certificate <i>425</i> Weight of Chain Cable <i>56' 0" 22 1/2</i> Length and size per Table 22 <i>210' 14"</i> Description <i>Steel</i> Makers of Cable <i>R. Hughes &amp; Co. Ltd. Cardiff</i> When and where tested and Superintendent <i>17.12.09</i> |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| HAWSERS AND WARPS.   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Length and size supplied <i>95' 14" 288</i> Test per Certificate <i>425</i> Weight of Chain Cable <i>56' 0" 22 1/2</i> Length and size per Table 22 <i>210' 14"</i> Description <i>Steel</i> Makers of Cable <i>R. Hughes &amp; Co. Ltd. Cardiff</i> When and where tested and Superintendent <i>17.12.09</i>                                    |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Boats <i>2 Life Boats, 1 Dinghy.</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Pumps, Number <i>Three</i> Diameter of Barrel <i>4"</i> State whether they are in efficient working order <i>Yes.</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Windlass is <i>Black Chapman worked by gypsy wheel from which Capstan</i> Emerson Walker.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Engine Room Skylights.—How constructed? <i>Steel Plates &amp; Angles.</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| What arrangements for deadlights in bad weather? <i>Bulla eyes &amp; shutters.</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Coal Bunker Openings.—How constructed? <i>Steel Plates &amp; Angles</i> are lids secured? <i>Battens &amp; Planks</i> Height above deck? <i>4' 0"</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>5 Scuppers each side &amp; 5 ports 2' 6" x 1' 6"</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Ceiling in Holds, thickness and material <i>2 1/2" Pine.</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Cargo Hatchways.—How formed? <i>Steel Plates &amp; Angles Sides 7/8" ends 7/8" Self Lining Hatches.</i> If strong and efficient? <i>Yes.</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| State size No. 1 Hatch (Forward) <i>36' 3" x 15' 4" 4' 0"</i> No. 2 Hatch <i>30' 8" x 15' 4" 4' 0"</i> No. 3 Hatch <i>30' 8" x 15' 4" 4' 0"</i> No. 4 Hatch <i>30' 8" x 15' 4" 4' 0"</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>Three web plates 7/8" in No. 1 and 2 web plates 7/8" in No. 2.</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Bulwarks, height above deck and description <i>5' 0" Steel 7/8"</i>  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| The above is a correct description.  |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |
| Builder's Signature (here only) <i>PRO WORKMAN, CLARK &amp; CO., LIMITED</i> Surveyor's Signature <i>C. H. Kendall</i>   |   |            |            |            |                          |            |                   |                 |       |                   |                                       |         |       |                   |          |            |            |  |  |

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

M 3.6.07, 2.10.07, 26.10.07, E 10.11.07, 17.11.07.

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 faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *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)? *✓* State results of tests *✓*

General Remarks (State quality of workmanship, &c.)

*This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters of the above-mentioned dates and in other respects in general conformity with the Rules and the workmanship & materials are good throughout.*

*The keel was sighted before launching and found straight.*

*The approved sketches of Midship Section, Profile & Deck Plan, Stem frame & rudder, Mast & Rigging Plan, Pumping Plan, together with 2 forging reports are enclosed herewith for reference.*

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 *107* ft., Bridge Dk. *45* ft., F'castle *39* 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.

Bridge is fitted on Raised quarter 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*

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

How are the surfaces preserved from oxidation? Inside *Paint & Portland Cement* Outside *Paint.*

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

| Where fitted.                             | *Length. | Water Capacity. | Where fitted.           | *Length. | Water Capacity. |
|---|----------|-----------------|-------------------------|----------|-----------------|
| Feet.                                     | Tons.    | Feet.           | Tons.                   |          |                 |
| Double bottom, aft,                       | 38       | 42              | Fore peak tank,         | 29       | 50              |
| Double bottom, under Engines and Boilers, | 35       | 75              | After peak tank,        | 19       | 30              |
| Double bottom, if under Engines only,     |          |                 | Deep tank, aft,         |          |                 |
| Double bottom, if under Boilers only,     |          |                 | Deep tank, forward      |          |                 |
| Double bottom, forward,                   |          |                 | Other tanks, if fitted, |          |                 |

\* 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. *540*

Date *30th July 1909*

No. *240* in builder's yard.

Dates of Surveys held while building

1909 Aug 19, Sept 20, 21, 22, 23, Oct 3, 6, 7, 11, 18, 21, 25, 26, 28, 29, Nov 3, 4, 10, 11, 12, 13, 16, 17, 18, 22, 23, 24, 26, 30, Dec 7, 9, 15, 17

1910 Jan 4, 6, 7, 11, 12, 13, 17, 19, 25, 28, Feb 1, 4, 5, 11, 15, 17, 18, 21, 23, 24

Total No. of Visits *53*

The amount of Entry Fee £ : 0 : 0 Fees applied for, *1st Mar 1910*

Special £ : 6 : 0 Received by me, *4. 3. 1910 C. H. Kendall*

Travelling Expenses, if any £ : : :

State whether the Vessel has been built under Special Survey *Yes.*

I am of opinion this Vessel should be Classed *5' 100 A1*

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

Committee's Minute

Character assigned

*100 A1*

*W.*

*Lloyd's Reg. Co.*

*+ L.M. 62.10*

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

*C. H. Kendall*

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