

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 7414
FRI. 27 NOV 1908

State if Report is also sent on the Machinery of the Vessel *No. See Hull Rpt.* Received at London Office.

Date of completion of Report *26th November 1908* Port of *Dundee*
Date, First Survey *5th August* Last Survey *25th November 1908*
Rig *Schooner*

Survey held at *Dundee*
On the *Steel Screw Steamer "SUMMERSGILL"*

| | |
|--------------------------------|--------|
| TONNAGE under Tonnage Deck | 179.46 |
| Do. of Poop | |
| Do. of Raised Gr. | |
| Do. of Break | |
| Do. of Bridge House | |
| Do. of Forecastle | |
| Do. of Hoyses on Deck | |
| Do. of excess of Hatchways | |
| Do. above Crown of Engine Room | 18.41 |
| Gross Tonnage | 256.14 |
| Less Crew Space | |
| as above Crown of Engine Room | 18.41 |
| TONNAGE FOR FEES | 216.05 |
| as above Crown of Engine Room | 116.55 |
| as above Navigation Spaces | 30.63 |
| Register Tonnage | 97.30 |
| as cut on Beam | |

ONE OR TWO DECKED VESSEL.
CLASS *A 100 A.1.*

Master
Year of appointment (1) As master in service of owner of present vessel: 19
(2) As master of this vessel: 19
Built at *Dundee*
When built *1908* Launched *21st Nov 1908*
By whom built *The Dundee Shipyard Co. Ltd*
Owners *The Hamilton Shipyard Co. Ltd*
Manager *S. Snoddy*
(Where necessary to be entered in Reg. Book.)
Residence *74 South John Street Liverpool*
Port belonging to *Liverpool*

| | |
|---|---------|
| Half Breadth (moulded) | 10.50 |
| Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam) | 10.75 |
| Girth of Half Midship Frame (as per Rule) | 19.33 |
| 1st Number | 40.58 |
| Length on deck from after part of stem to fore part of stern post | 117.50 |
| 2nd Number | 4768.15 |
| Proportions—Breadths to Length | 5.59 |
| Depths to Length—Main Deck to top of Keel | 10.93 |

Destined Voyage *As surveyed while Building* Afloat, or in Dry Dock *Yes*

| | | | | | | | | | | | | |
|---|-----------|-----------|-----------------|----------|-----------|---|---------|-----------|-----------------------------|------------|-----------------------|------------|
| LENGTH on Deck as per Rule | Feet. 117 | Inches. 6 | BREADTH—Moulded | Feet. 21 | Inches. 0 | DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams | Feet. 9 | Inches. 5 | No. of Decks with Flat Deck | <i>one</i> | No. of Tiers of Beams | <i>one</i> |
| Dimensions of Ship per Register, Length, <i>118.5</i> breadth, <i>21.15</i> depth, <i>9.28</i> Moulded Depth, <i>10</i> ft. <i>3</i> ins. Round of Beam, Actual <i>6</i> ins. | | | | | | | | | | | | |

| FRAMING. | Inches in Ship | | 20ths in Ship | | Inches per Rule Or as Approved | | 20ths per Rule | |
|--|----------------|--------|---------------|--------|--------------------------------|--------|----------------|--------|
| | Inches | Inches | Inches | Inches | Inches | Inches | Inches | Inches |
| FRAME, Angles, Bars, for 1/2 length amidships | 4 | 3 | 8 | 4 | 3 | 8 | | |
| Do. for 1/2 at each end | 4 | 3 | 7 | 4 | 3 | 7 | | |
| Do. in way of Double Bottoms at Solid Floors | | | | | | | | |
| Spacing of Frames from centre to centre | | | | | | | | |
| REVERSED FRAME, Angles | | | | | | | | |
| DEEP FRAMING, depth of | | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | | | | | | | | |
| in way of Engines and Boilers | | | | | | | | |
| thickness at the ends of vessel | | | | | | | | |
| depth at 1/2 the half breadth, as per Rule | | | | | | | | |
| height extended at the Bilges | | | | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | | | |
| state if flanged (top & bottom) | | | | | | | | |
| Spacing | | | | | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | | | |
| Angles, Top | | | | | | | | |
| Bottom | | | | | | | | |
| SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom) | | | | | | | | |
| Angles | | | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | | | |
| Angles to Outside Plating | | | | | | | | |
| Floors | | | | | | | | |
| Height of Floors at the Bilges | | | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | | | |
| thickness in Engine and Boiler space | | | | | | | | |
| Remainder in Holds | | | | | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 4 | 2 1/2 | 6 | 4 | 2 1/2 | 6 | | |
| Angles on Upper Edge | | | | | | | | |
| Spacing | | | | | | | | |
| 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 | | | | | | | | |
| Angles on Upper Edge | | | | | | | | |
| Spacing | | | | | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | 4 1/2 | 3 | 7 | 4 1/2 | 3 | 6 | | |
| Angles on Upper Edge | | | | | | | | |
| Spacing | | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 4 1/2 | 3 | 7 | 4 1/2 | 3 | 7 | | |
| Angles on Upper Edge | | | | | | | | |
| Spacing | | | | | | | | |
| PILLARS, In 'tween Decks, Size and Spacing | | | | | | | | |
| Hold | | | | | | | | |
| Quarter, 'tween Dks., | | | | | | | | |
| in Hold | | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | | |
| Brdth. & Thickness | | | | | | | | |
| No. of Side Stringers | | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | | | |
| Brdth. & Thickness | | | | | | | | |
| No. of Side Stringers | | | | | | | | |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | | |
| 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 | 6 x 1 1/2 | 6 x 1 1/4 |
| STEM, moulding and thickness | 2.366 A | |
| STERN-POST for Rudder do. do. | 6 x 2 1/2 | 6 x 2 1/2 |
| for Propeller | 6 x 2 1/2 | 6 x 2 1/2 |
| MAIN PIECE of Rudder, diameter at head | 4" | 4" |
| do. at heel | 3" | 3" |
| RUDDER, how constructed | <i>Built Single plate</i> | <i>16"</i> |
| Can the Rudder be unshipped afloat? | <i>Yes</i> | |

| KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule per Rule | 20ths per Rule |
|--|-----------------|-----------------|----------------|---------------------------------|--------------------------|----------------|
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | 20 1/2 | | 7 | 21 | | 7 |
| Bulb Plate to Intercoastal Keelson | 5 | 4 | 8.7 | 5 | 4 | 8.7 |
| Horizontal Plates on Floors | 10 | | 7 | 10 | | 7 |
| Angles | 3 | 3 | 6 | 3 | 3 | 6 |
| SIDE KEELSON, Angles | 5 | 4 | 8.7 | 5 | 4 | 8.7 |
| Bulb or Plate above floors for length | | | | | | |
| Intercoastal Plate for full length | 3 | 3 | 6 | 3 | 3 | 6 |
| Attached to outside plating with Angle | | | | | | |
| BILGE KEELSON, Angles | | | | | | |
| Bulb or Plate above floors for length | | | | | | |
| Intercoastal Plate for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| SIDE BILGE STRINGER Angles | 5 | 4 | 8.7 | 5 | 4 | 8.7 |
| Bulb Plate for length | | | | | | |
| Intercoastal Plate for full length | 3 | 3 | 6 | 3 | 3 | 6 |
| Attached to outside plating with Angle | | | | | | |
| SIDE STRINGER Angles | 5 | 4 | 8.7 | 5 | 4 | 8.7 |
| Bulb or Intercoastal Plate for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |

| | | | | |
|--|-------------------|-----|-------------------|-----|
| Main and Raised Quarter Deck Stringer Plate, breadth and thickness | 48-16 | 7.5 | 47-15 | 7.5 |
| Angle on ditto | 3 x 3 x 6 | | 3 x 3 x 6 | |
| Tie Plates, outside Hatchways | <i>Stringers</i> | | | |
| Diagonal Tie Plates on Bms., No. of Pairs | | | | |
| Main Dk* Iron or Steel for full length | | 7.5 | | 7.5 |
| R. Q. Dk* Iron or Steel for full length | | | | |
| Wood Deck, Material & thickness | | | | |
| Lower Deck Stringer Plate, breadth and thickness | 60-17 | 6.5 | 60-15 | 6.5 |
| Angles on ditto | 3 x 3 x 6 | | 3 x 3 x 6 | |
| Tie Plates, outside Hatchways | <i>Stringers</i> | | | |
| Deck* Material and thickness | <i>Steel full</i> | 5 | | 5 |
| Hold Stringer Plate | | | | |
| Angles on ditto, No. | | | | |
| Poop Deck Stringer Plate, breadth & thickness | | | | |
| Angle on ditto | | | | |
| Tie Plates | | | | |
| Deck, Material and thickness | | | | |
| Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness | 21 | 5 | 21 | 5 |
| Angle on ditto | 2 1/2 x 2 1/2 x 5 | | 2 1/2 x 2 1/2 x 5 | |
| Tie Plate IN CENTRE | 41 | 5 | 7 | 5 |
| Deck, Material and thickness | 2 1/2 P.PINE | | 2 1/2 P.PINE | |
| Forecastle Deck Stringer Plate, brdth & thcknss | 24 | 5 | 24 | 5 |
| Angle on ditto | 2 1/2 x 2 1/2 x 5 | | 2 1/2 x 2 1/2 x 5 | |
| Tie Plate IN CENTRE | 42 | 6 | 7 | 5 |
| Deck, Material and thickness | 2 1/2 P.PINE | | 2 1/2 P.PINE | |

| BULKHEADS. | Number. | | Thickness. | STIFFENERS. | | Single or Double Frames. | Height up. |
|----------------|------------|-----------|------------|------------------|-------------------|--------------------------|-------------|
| | In Vessel. | Per Rule. | | Horizontal Size. | Vertical Spacing. | | |
| W.T. BULKHEADS | 3 | 3 | 5" | none | 3 x 3 x 30 | 30 | Single Deck |
| PARTITION | | | | | | | |
| LONGITUDINAL | | | | | | | |

W755-0025 (1 of 2)

| PLATING. | | | | | | | RIVETING. | | | | | | | | | | | | | |
|---|-------------|------------|------------|------------|----------|------------|--------------------------|-------------------|--|-----------------|-----------|-------------------|---------------------------------------|----------|------------|----------|------------------|------------|------|---|
| STRAKES. | AS IN SHIP. | | | | | | PER RULE OR AS APPROVED. | | UPPER EDGES. Ordinary or Joggled? Ordinary | | | | BUTTS. | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | AMIDSHIP. | | Single or Double. | Breadth of Lap. | RIVETS. | | Double or Treble and for what Length. | RIVETS. | | STRAPS. | | IF LAPPED. | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Diam. | Spacing or to cr. | | | Diam. | Spacing or to cr. | | Breadth. | Thickness. | Breadth. | For what Length. | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting) | 30 | 9 | 7 | 7 | 30 | 9.7 | Double | 4 1/2 | 3/4 | 3/8 | T.B. full | 3/4 | 2 3/8 | | | | | 7 1/2 | full | |
| GARBOARD OR A STRAKE | 34 1/2 | 7 | 7 | 7 | 34 | 7 | " | " | " | " | " | " | " | " | " | " | " | | 5 | " |
| B "OUT" State actual thickness in way of Double Bottom. | 45 1/2 | 6 | 5 | 5 | 46 | 6.5 | " | " | " | " | " | " | " | " | " | " | " | | " | " |
| C "IN" | 51 1/2 | 7 | 6 | 6 | 52 | 7.6 | " | " | " | " | " | " | " | " | " | " | " | | " | " |
| D "OUT" | 45 | 6 | 5 | 5 | 42 | 6.5 | Single | 2 1/2 | " | " | " | " | " | " | " | " | " | | " | " |
| E "IN" | 48 | 6 | 5 | 5 | 50 | 6.5 | Double | 4 1/2 | " | " | " | " | " | " | " | " | " | | " | " |
| SHEER | 31 1/2 | 10 | 6 | 6 | 31 | 10.6 | " | " | " | " | " | " | " | " | " | " | " | | " | " |
| R.O. | | 8 | | 5 | | 8.5 | " | " | " | " | " | " | " | " | " | " | " | | 5 | " |
| H " " | | | | | | | | | | | | | | | | | | | | |
| J " " | | | | | | | | | | | | | | | | | | | | |
| K " " | | | | | | | | | | | | | | | | | | | | |
| L " " | | | | | | | | | | | | | | | | | | | | |
| M " " | | | | | | | | | | | | | | | | | | | | |
| N " " | | | | | | | | | | | | | | | | | | | | |
| O " " | | | | | | | | | | | | | | | | | | | | |
| P " " | | | | | | | | | | | | | | | | | | | | |
| DOUBLING of Flat Plate Keel | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Bilges | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Sheerstrakes | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Strake below | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | | | | | | | | | | | | | | | | | | | | |

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. *Plates - 17th Beardmore & Co. Steel Co. of Scotland. Bars - Glasgow S. & S. Co. Lanarkshire Steel Co., Steel Co. of Scotland, B. Colville Sons.*

Has the Steel been tested as required by the Rules *Yes.*

Main Stringer Plate *DOUBLE Butts, treble riveted for full length amidship. Straps, single, double or overlapped for full length amidship.*

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

Inner Bottom Plating, riveting of Edges *Butts*

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 *Iron*

FRAMES extend in one length from *Keel* to *Main, R.O. St. & Forecastle St.* state if ordinary or joggled *Joggled*

REVERSED FRAMES on floors and frames extend from *Floors flanged on top except in C.O.P. space where reverse frames are straight across.* state if ordinary or joggled *Joggled*

MASTS, SPARS, &c.

| LOWER MASTS... | Material. | Total length. | DIAMETER AND THICKNESS. | | | No. of Plates in round. | ANGLES. | | RIVETING. | |
|----------------|----------------|---------------|-------------------------|-------|---------|-------------------------|---------|---------|-----------|--------|
| | | | At Partners. | Heel. | Hounds. | | Head. | Number. | Size. | Seams. |
| Fore | <i>P. Pine</i> | <i>57.0</i> | <i>15 1/2"</i> | | | | | | | |
| Main | <i>P. Pine</i> | <i>27.0</i> | <i>10"</i> | | | | | | | |
| Mizen | <i>P. Pine</i> | <i>27.0</i> | <i>10"</i> | | | | | | | |

Bowsprit *Yes*

Topmasts, Yards and Remainder of Spars *Wood*

Rigging, Material and Size, Shrouds *Fore Mast 3 @ 2 1/4" Nique 2 @ 2 1/2" Steel wire* Stays *Fore stay 3" Nique fore 2 1/4" 5/16"*

Sails. *one* Suit of *Canvas* Sails and the following spare sails *none.*

Equipment No. *5291* Letter *C.*

ANCHORS. Tonnage U.Dk. or Plating No. for Trawlers

| 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. | lbs. | | | |
| <i>11251</i> | 1st Bower | <i>6</i> | <i>1</i> | <i>21</i> | <i>Stockless</i> | | | <i>8</i> | <i>15</i> | <i>0</i> | <i>0</i> | <i>6</i> | <i>1</i> | <i>0</i> | <i>Stockless (Byrd & Co. Patent) W. L. Byers & Co. Sunderland N. York</i> | <i>W. J. Kay. Supt.</i> | |
| <i>11252</i> | 2nd " | <i>6</i> | <i>1</i> | <i>21</i> | <i>Stockless</i> | | | <i>8</i> | <i>15</i> | <i>0</i> | <i>0</i> | <i>6</i> | <i>1</i> | <i>0</i> | <i>Stockless (Byrd & Co. Patent) W. L. Byers & Co. Sunderland N. York</i> | <i>W. J. Kay. Supt.</i> | |
| <i>34231</i> | 3rd " | | | | | | | | | | | | | | | | |
| | Collective weight | <i>12</i> | <i>3</i> | <i>44</i> | | | | | | | | <i>12</i> | <i>2</i> | <i>0</i> | | <i>W. J. Kay. Supt.</i> | |
| <i>34234</i> | Stream | <i>1</i> | <i>3</i> | <i>0</i> | <i>0</i> | <i>2</i> | <i>0</i> | <i>4</i> | <i>4</i> | <i>1</i> | <i>14</i> | <i>1</i> | <i>3</i> | <i>0</i> | <i>Ordinary</i> | <i>not stated</i> | |
| | Kedge | <i>-</i> | <i>3</i> | <i>0</i> | <i>-</i> | <i>21</i> | <i>not tested</i> | | | | | <i>3</i> | <i>0</i> | | <i>not stated</i> | <i>W. J. Kay. Supt.</i> | |

CHAIN CABLES. HAWSERS AND WARPS.

| 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. | |
|------------------------|---------------------------|---------------|-----------------------|-------------|------------------------|---------------|-----------------------------|------------|--------------|-------------------|---|-------------|---------------------------|--------------|--------------------------------------|-------------------------------|--------------|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Table 22. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| <i>35132</i> | <i>135 1/2</i> | <i>1 3/16</i> | <i>11.8</i> | <i>17.8</i> | <i>45</i> | <i>3.19</i> | <i>45</i> | <i>3.3</i> | <i>135</i> | <i>1 3/16</i> | <i>Slud not stated</i> | <i>Iron</i> | <i>75</i> | <i>2 1/2</i> | <i>9 1/2</i> | <i>75</i> | <i>2 1/2</i> |
| | | | | | | | | | | | <i>Jipton 21.10.08</i> | | <i>90</i> | <i>4"</i> | | <i>90</i> | <i>4"</i> |
| | <i>45</i> | <i>2"</i> | | <i>7</i> | | | | <i>45</i> | <i>2"</i> | | <i>C. L. Perrins, Supt.</i> | | | | | | |

Boats *2 Lifeboats*

Pumps, Number *two*

Windlass is *W. J. O'Connell's Iron hand* Diameter of Barrel *12 1/2"* State whether they are in efficient working order *Yes*

Engine Room Skylights.—How constructed? *Leak* Capstan *W. J. O'Connell's patent hand fitted off.*

Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Fitted* Height above deck? *Flush*

Number of Scuppers, and number and dimensions of Freeing Ports, *5 scuppers 3 on each side of hull 2 on each side of R.O.D.* & *Freeing ports 3 @ 2'6" x 1'7 1/2" in hull, 2 @ 2'6" x 1'2" in R.O.D.*

Ceiling in Holds, thickness and material *2" P. Pine* Cargo Battens, thickness and material *6" x 2" W. Pine*

Cargo Hatchways.—How formed? *Steel plates and angles* Hatches.—If strong and efficient? *Yes, 2 1/2" solid*

State size No. 1 Hatch (Forward) *40'5" x 13'2"* No. 2 Hatch *Yes* No. 3 Hatch *Yes* No. 4 Hatch *Yes*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *4 web plates + 3 fore + afters*

Bulwarks, height above deck and description *3'7" steel, 6 1/2" steel plate slaps* No. of Breasthooks *two* No. of Crutches *Deep floor*

The above is a correct description. Main Rail and Stays, material and size *6" x 3" 3/8" B.R. - double*

Builder's Signature (here only) *[Signature]* Surveyor's Signature *Matthew Blackwood*

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) *Secretary's letters*

E. 19.8.08 M 27.7.08 - 4.8.08 - 23.9.08 - Copy of letter to Hull Surveyors 22.5.08

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

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? *a few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *or overlapped? 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 under special survey in accordance with the approved plans forwarded herewith (Dundee Rep. No. 744). The Secretary's letters referred to above and in general conformity with the Rules for the class contemplated. The materials & workmanship are sound & good.

To complete the survey the following work remains to be done: Machinery to be fitted on board; Engine & Boiler casing top to be riveted &c. and the necessary pillaring to be fitted in the machinery space. Which work is to be carried out at Hull, for which port the vessel has left Dundee.

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 *40.75* ft., Bridge Dk *8.75* ft., F'castle *20.0* 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 raised Quarter deck is connected to the 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 D^s STL + Deep Framing*

Official No. _____; Signal Letters _____

State if Machinery is fitted aft *mach aft*

How are the surfaces preserved from oxidation? Inside *Portland Cement + 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. Feet. | Water Capacity. Tons. | Where fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|-------------------------|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | | <i>26.5</i> |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | <i>12</i> |
| 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, | | |

Total capacity of double bottom

(If necessary, furnish further information by sketch.) State whether the above have been tested as required by the Rules *Yes.*

* The wells are not to be included in the lengths of the tanks.

| | | | | |
|--|--------------------------------------|--|--|---|
| Order for Special Survey No. <i>802</i> Date <i>24th Aug 1908</i> No. <i>205</i> in builder's yard. | DATES of Surveys held while building | <i>Aug 5. 12. 14. 17. 19. 25. 31</i> | <i>Sept. 1. 4. 7. 10. 15. 16. 26. 30</i> | <i>Oct. 6. 12. 13. 14. 16. 20. 21. 26. 28. 30</i> |
| | | <i>Nov. 3. 7. 10. 11. 12. 13. 14. 18. 29. 20. 21. 23. 24. 25</i> | | |

Total No. of Visits *39*

The amount of Entry Fee£ *2* : - : -
Special.....£ *10* : *16* : -
Travelling Expenses, if any £ : : -

Fees applied for, *16/12/08*
Received by me, *B. J. 8/1/09*

Certificate to be sent to *Dundee.*

State whether the Vessel has been built under Special Survey *Yes*
I am of opinion this Vessel should be Classed *A 100 A.1*
With, or without Freeboard, as condition of Class *Without Freeboard*

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

Committee's Minute
Character assigned

FRI. 18. DEC 1908
10001

TUES 22 DEC 1908

Casualty to be noted on Certificate as in the case of Spitiger's and lines in B. 111

Lineds R.G.P. + Lmb. 12.08



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For endorsement on Cert see self attached

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