

for 2 Dks., R.Q. Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel. *Machinery Rpt.*  
Date of completion of Report *14th July 1909.*  
Date, First Survey *Dec. 22/08*

Received at London Office.

No. *21462*  
FRI. 23 III 1909

Port of Hull.

Last Survey *July 9th 1909.*

Rig *Schooner*

Survey held at *London*

On the *Steel Screw Steamer "RETRIEVER"*

ONE OR TWO DECKED VESSEL.

CLASS *100 A1.*

FEET.

Master *Zuigen*

Year of appointment

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

Built at *London*

When built *1909.* Launched *20th May.*

By whom built *Good Shipbuilding & Repairing Co. Ltd.*

Owners *The West Coast of America Telegraph Co. Ltd.*

Managers

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

Residence *London*

Port belonging to *London*

TONNAGE under  
Tonnage Deck... *578.05*  
Do. of Poop  
Do. of Raised Qr.  
Dk. or Break...  
Do. of Bridge House... *20.36*  
Do. of Forecastle... *23.31*  
Do. of Houses on Deck... *37.85*  
Do. of excess of Hatchways... *30*  
Do. above Crown of... *14.34*  
Engine Room... *674.21*  
Gross Tonnage... *57.93*  
Less Crew Space... *14.34*  
Less above Crown of... *571.94*  
Tonnage for Fees...  
Less Engine Room... *236.32*  
Less Navigation Spaces... *17.90*  
Abandonment of Engine Room... *14.34*  
Register Tonnage... *332.06*  
as cut on Beam...

Half Breadth (moulded) ... *14.00*  
Depth from upper part of Keel to top of Main Deck Bms.  
(with the normal round up of beam) ... *17.06*  
Girth of Half Midship Frame (as per Rule) ... *28.12*  
1st Number ... *59.18*  
Length on deck from after part of stem to fore part of  
stern post ... *185.50*  
2nd Number ... *10977*  
Proportions—Breadths to Length ... *6.6*  
Depths to Length—Main Deck to top of Keel ... *10.5*  
Destined Voyage *London*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Feet. Inches. No. of Decks with Flat laid *Two*  
per Rule ... *185* *6* Moulded ... *28* *0* Top of Floors to top of Main Deck Beams ... *15* *7 1/2* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, Length, *190.25* breadth, *28.2* depth, *15.58*. Moulded Depth, *16* ft. *6* ins. Round of Beam, Actual *7* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.
FRAME, Angles, <del>7-E or 6-B</del> Bars, for $\frac{1}{2}$ length amidships	5 $\frac{1}{2}$	3	9	5 $\frac{1}{2}$	3	9	7 $\frac{1}{2}$ x 2 $\frac{1}{2}$
Do. for $\frac{1}{2}$ at each end	5 $\frac{1}{2}$	3	9	5 $\frac{1}{2}$	3	9	7 x 2 $\frac{1}{2}$
Do. in way of Double Bottoms at Solid Floors.	3 $\frac{1}{2}$	3	7	3 $\frac{1}{2}$	3	7	7 x 4 $\frac{1}{2}$
" " " at intermdt. Bkts.							7 x 4 $\frac{1}{2}$
Spacing of Frames from centre to centre	22			22			5 $\frac{1}{4}$
REVERSED FRAME, Angles	3	2 $\frac{1}{2}$	6	3	2 $\frac{1}{2}$	6	5 $\frac{1}{4}$
DEEP FRAMING, depth of girder	5 $\frac{1}{2}$			5 $\frac{1}{2}$			32 $\frac{1}{2}$ x 3
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	14 $\frac{1}{2}$	7	17 $\frac{1}{2}$	7			
" in way of Engines and Boilers	ES. B	9		9			
" thickness at the ends of vessel		6		6			
" depth at $\frac{1}{2}$ the half breadth, as per Rule	Straight across						
" height extended at the Bilges	Bracket plates	35					
FLOORS & BRACKETS, in Cell Dble Bottoms							
" " state if flanged (top & bottom)							
" " Spacing							
CENTRE GIRDER, in Double Bottom, depth and thickness	20 $\frac{1}{2}$	10	20 $\frac{1}{2}$	10			
" " Angles, Top	4 $\frac{1}{2}$	3	7	4 $\frac{1}{2}$	3	7	
" " " Bottom	4 $\frac{1}{2}$	3	7	4 $\frac{1}{2}$	3	7	
SIDE GIRDERS, number on each side & thickness	2	6	2	6			
" " state if flanged (top & bottom)	no						
" " Angles	3	3	6	3	3	6	
MARGIN PLATE, depth (exclusive of flange) and thickness	2 1/2	6	2 1/2	6			
" Angles to Outside Plating	3	3	6	3	3	6	
" " Floors	3	3	6	3	3	6	
" Height of Floors at the Bilges	38	38	38	38			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	8	36	8			
" " thickness in Engine and Boiler space							
" " Remainder in Holds	7 1/2	3	9	7	3	9	
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7	3	9	
" Angles on Upper Edge		44		44			
" Spacing							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7	3	8	7	3	8	
" Angles on Upper Edge							
" Spacing		44		44			
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	5 1/2	3	8	5 1/2	3	8	
" Angles on Upper Edge							
" Spacing		44		44			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8	
" Angles on Upper Edge							
" Spacing		44		44			
PILLARS, In 'tween Decks, Size and Spacing	3	As arranged					
" " Hold	3 1/2	As arranged					
" " 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							
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							

KEEL, Bar or Side Plates depth and thickness	7 $\frac{1}{2}$ x 2 $\frac{1}{2}$	7 $\frac{1}{2}$ x 2 $\frac{1}{2}$
STEM, moulding and thickness	7 x 2 $\frac{1}{2}$	7 x 2 $\frac{1}{2}$
STERN-POST for Rudder do. do.	7 x 4 $\frac{1}{2}$	7 x 4 $\frac{1}{2}$
" for Propeller	5 $\frac{1}{4}$	5 $\frac{1}{4}$
MAIN PIECE of Rudder, diameter at head	32 $\frac{1}{2}$ x 3	32 $\frac{1}{2}$ x 3
do. at heel		
RUDDER, how constructed	Forged iron frame, plated	
Can the Rudder be unshipped afloat?	Yes	
KEELSONS AND STRINGERS.		
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	12	10
" Rider Plate	9 $\frac{1}{2}$	10
" Bulb Plate to Intercoastal Keelson	10	10
" Horizontal Plates on Floors (2 Angles)	7	3 $\frac{1}{2}$
" Angles	4 $\frac{1}{2}$	3
SIDE KEELSON, Angles	4 $\frac{1}{2}$	3
" Bulb or Plate above floors for lng.		
" Intercoastal Plate for machinery space length		6
" Attached to outside plating with Angle	3	3
BILGE KEELSON, Angles	4 $\frac{1}{2}$	3
" Bulb or Plate above floors for lng.		
" Intercoastal Plate for machinery space length		
" Attached to outside plating with Angle		
BILGE STRINGER Angles	4 $\frac{1}{2}$	3
" Bulb Plate for length		
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
SIDE STRINGER Angles		
" Bulb or Intercoastal Plate for lng.		
" Attached to outside plating with Angle		
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	36	8
" Angle on ditto	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	7
" Tie Plates, outside Hatchways	9	8
" Diagonal Tie Plates on Bms. No. of Pairs		
" Main Dk* Iron or Steel for machinery space lng.		6
" R. Q. Dk* Iron or Steel for lng.		
" Wood Deck, Material & thickness	Teak	3
Lower Deck Stringer Plate, breadth and thickness	23	7
" Angles on ditto, No. Two	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	7
" Tie Plates, outside Hatchways	9	7
" Deck* Material and thickness	P.P. Iron	2 $\frac{1}{2}$
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	36	7
" Angle on ditto	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	7
" Tie Plates	7	5
" Deck, Material and thickness	Teak	2 $\frac{1}{2}$
Forecastle Deck Stringer Plate, brdth & thcknss	20	5
" Angle on ditto	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	7
" Tie Plates	94	7
" Deck, Material and thickness	Teak	3
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.		
BULKHEADS.	Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up.	
	In Vessel, Per Rule, Inches, Spacing, Inches, Spacing, Inches, Spacing, Inches, Spacing	
W.T. BULKHEADS	4 4 6.5 (5 $\frac{1}{2}$ x 3 x 30) 30	30
PARTITION		
LONGITUDINAL		
Are the outside Plates doubled two spaces of Frames in length? Plates edges jagged		
Are the Stave Valves and Watertight Doors in efficient working order? Yes		



PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.				
Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.					Single or Double. Breadth of Lap. Diam. Spacing.					Diam. Spacing. Breadth. Thickness. Breadth. For what Length.				
<b>FLAT PLATE KEEL</b> ..... <i>Bar Keel</i> <i>(If Bar Keel, state Riveting)</i> <b>GARBOARD OF A STRAKE</b> ..... <i>33</i> <i>9</i> <i>8</i> <i>8</i> <i>33</i> <i>9</i>										<b>Double or Treble and for what Length.</b> <i>T 1/2 L 3/4 2 5/8 14 11</i> <b>RIVETS.</b> <i>1 5</i> <b>SPACING.</b> <i>4 1/2 3 3 1/2</i> <b>BREADTH.</b> <i>4 1/2</i> <b>THICKNESS.</b> <i>3 1/2</i> <b>FOR WHAT LENGTH.</b> <i>Full.</i>									
<b>State actual thickness in way of Double Bottom.</b> <b>B</b> ..... <i>9</i> <i>8</i> <i>8</i> <i>8</i> <i>9</i> <i>8</i> <b>C</b> ..... <i>9</i> <i>8</i> <i>8</i> <i>8</i> <i>9</i> <i>8</i> <b>D</b> ..... <i>9</i> <i>8</i> <i>8</i> <i>8</i> <i>9</i> <i>8</i> <b>E</b> ..... <i>8</i> <i>7</i> <i>7</i> <i>7</i> <i>8</i> <i>7</i> <b>F</b> ..... <i>8</i> <i>7</i> <i>7</i> <i>7</i> <i>8</i> <i>7</i> <b>G</b> ..... <i>8</i> <i>7</i> <i>7</i> <i>7</i> <i>8</i> <i>7</i> <b>H</b> ..... <i>35</i> <i>13</i> <i>8</i> <i>8</i> <i>35</i> <i>10</i> <b>J</b> ..... <i>Double</i> <i>4 1/2</i> <b>K</b> ..... <i>Double</i> <i>4 1/2</i> <b>L</b> ..... <i>Double</i> <i>4 1/2</i> <b>M</b> ..... <i>Double</i> <i>4 1/2</i> <b>N</b> ..... <i>Double</i> <i>4 1/2</i> <b>O</b> ..... <i>Double</i> <i>4 1/2</i> <b>P</b> ..... <i>Double</i> <i>4 1/2</i>										<b>Double or Treble and for what Length.</b> <i>T 1/2 L 3/4 2 5/8 14 11</i> <b>RIVETS.</b> <i>1 5</i> <b>SPACING.</b> <i>4 1/2 3 3 1/2</i> <b>BREADTH.</b> <i>4 1/2</i> <b>THICKNESS.</b> <i>3 1/2</i> <b>FOR WHAT LENGTH.</b> <i>Full.</i>									
<b>DOUBLING OF Flat Plate Keel</b> ..... <i>Increased to 13/16 in thickness in line of keel</i> <b>Length and thickness of Sheerstrakes.</b> <i>Doubled 20" at each end of keel</i> <b>of Strake below</b> <i>Bulwarks also increased 1/2 in thickness.</i>										<b>Double or Treble and for what Length.</b> <i>T 1/2 L 3/4 2 5/8 14 11</i> <b>RIVETS.</b> <i>1 5</i> <b>SPACING.</b> <i>4 1/2 3 3 1/2</i> <b>BREADTH.</b> <i>4 1/2</i> <b>THICKNESS.</b> <i>3 1/2</i> <b>FOR WHAT LENGTH.</b> <i>Full.</i>									
<b>POOP SIDES</b> ..... <i>8.7</i> <b>RAISED QUARTER DECK SIDES</b> ..... <i>5</i> <b>BRIDGE SIDES</b> ..... <i>8.7</i> <b>FORECASTLE SIDES</b> ..... <i>5</i> <b>LENGTHS OF PLATING</b> ..... <i>8 ft same spaces.</i>										<b>Double or Treble and for what Length.</b> <i>T 1/2 L 3/4 2 5/8 14 11</i> <b>RIVETS.</b> <i>1 5</i> <b>SPACING.</b> <i>4 1/2 3 3 1/2</i> <b>BREADTH.</b> <i>4 1/2</i> <b>THICKNESS.</b> <i>3 1/2</i> <b>FOR WHAT LENGTH.</b> <i>Full.</i>									
<b>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, &amp;c.</b> <i>Mild Steel.</i> <i>Palmers, South Durham, Corbett.</i>										<b>Main Stringer Plate</b> <i>Butts, treble riveted for 1/2 length amidship.</i> <b>Butts of Bilge &amp; Side Stringers and Tie Plates, treble or double riveted?</b> <i>3.4 D.</i> <b>Inner Bottom Plating, riveting of Edges</b> <i>Single Butts Double.</i> <b>Centre Girder Butts, treble riveted.</b> <i>Keelson Butts, treble riveted.</i> <b>Frames, riveted through Plates with</b> <i>2 1/4 in. Rivets, about 5 apart.</i> <b>Rivets, state whether of Iron or Steel</b> <i>Iron.</i>									
<b>Has the Steel been tested as required by the Rules</b> <i>Yes.</i>										<b>FRAMES</b> extend in one length from centre to tankside, and tankside to gunwale. <i>state if ordinary or joggled Ordinary.</i> <b>REVERSED FRAMES</b> on floors and frames extend from across top of floor. <i>state if ordinary or joggled Ordinary.</i>									
<b>MASTS, SPARS, &amp;c.</b>										<b>MASTS, SPARS, &amp;c.</b>									
<b>LOWER MASTS</b> ..... <i>Fore</i> <i>Steel</i> <i>34.0</i> <i>14</i> <i>Main</i> <i>P. Pine</i> <i>34.0</i> <i>14</i> <i>Mizen</i> .....										<b>LOWER MASTS</b> ..... <i>Fore</i> <i>Steel</i> <i>34.0</i> <i>14</i> <i>Main</i> <i>P. Pine</i> <i>34.0</i> <i>14</i> <i>Mizen</i> .....									
<b>Bowsprit</b> ..... <i>On</i> <b>Topmasts, Yards and Remainder of Spars</b> <i>Pitch Pine</i> <b>Rigging, Material and Size, Shrouds</b> <i>Woolen 3 1/2</i> <b>Sails</b> <i>On</i> <i>Suit of</i> <i>Sails and the following spare sails</i>										<b>Bowsprit</b> ..... <i>On</i> <b>Topmasts, Yards and Remainder of Spars</b> <i>Pitch Pine</i> <b>Rigging, Material and Size, Shrouds</b> <i>Woolen 3 1/2</i> <b>Sails</b> <i>On</i> <i>Suit of</i> <i>Sails and the following spare sails</i>									
<b>Equipment No.</b> <i>11870 Letter R</i>										<b>Equipment No.</b> <i>11870 Letter R</i>									
<b>ANCHORS.</b>										<b>ANCHORS.</b>									
<b>Number of Certificate.</b> <i>35057</i> <i>1st Bower</i> <i>15</i> <i>1</i> <i>7</i> <i>4</i> <i>0</i> <i>14</i> <i>16</i> <i>14</i> <i>1</i> <i>14</i> <i>15</i> <i>1</i> <i>0</i> <i>35058</i> <i>2nd "</i> <i>15</i> <i>1</i> <i>0</i> <i>4</i> <i>0</i> <i>14</i> <i>16</i> <i>14</i> <i>1</i> <i>14</i> <i>15</i> <i>1</i> <i>0</i> <i>35059</i> <i>3rd "</i> <i>13</i> <i>0</i> <i>0</i> <i>3</i> <i>1</i> <i>7</i> <i>14</i> <i>15</i> <i>0</i> <i>0</i> <i>13</i> <i>0</i> <i>0</i> <i>Collective weight</i> <i>43</i> <i>2</i> <i>7</i> <i>35009</i> <i>Stream</i> <i>5</i> <i>1</i> <i>7</i> <i>1</i> <i>1</i> <i>7</i> <i>7</i> <i>11</i> <i>3</i> <i>14</i> <i>5</i> <i>1</i> <i>0</i> <i>35010</i> <i>Kedge</i> <i>2</i> <i>3</i> <i>0</i> <i>2</i> <i>10</i> <i>5</i> <i>5</i> <i>0</i> <i>0</i> <i>2</i> <i>2</i> <i>0</i>										<b>Number of Certificate.</b> <i>35057</i> <i>1st Bower</i> <i>15</i> <i>1</i> <i>7</i> <i>4</i> <i>0</i> <i>14</i> <i>16</i> <i>14</i> <i>1</i> <i>14</i> <i>15</i> <i>1</i> <i>0</i> <i>35058</i> <i>2nd "</i> <i>15</i> <i>1</i> <i>0</i> <i>4</i> <i>0</i> <i>14</i> <i>16</i> <i>14</i> <i>1</i> <i>14</i> <i>15</i> <i>1</i> <i>0</i> <i>35059</i> <i>3rd "</i> <i>13</i> <i>0</i> <i>0</i> <i>3</i> <i>1</i> <i>7</i> <i>14</i> <i>15</i> <i>0</i> <i>0</i> <i>13</i> <i>0</i> <i>0</i> <i>Collective weight</i> <i>43</i> <i>2</i> <i>7</i> <i>35009</i> <i>Stream</i> <i>5</i> <i>1</i> <i>7</i> <i>1</i> <i>1</i> <i>7</i> <i>7</i> <i>11</i> <i>3</i> <i>14</i> <i>5</i> <i>1</i> <i>0</i> <i>35010</i> <i>Kedge</i> <i>2</i> <i>3</i> <i>0</i> <i>2</i> <i>10</i> <i>5</i> <i>5</i> <i>0</i> <i>0</i> <i>2</i> <i>2</i> <i>0</i>									
<b>CHAIN CABLES.</b>										<b>CHAIN CABLES.</b>									
<b>Number of Certificate.</b> <i>36172</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>36173</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>211</i> <i>60</i> <i>3 1/4</i> <i>30.7</i> <i>60</i> <i>3 1/4</i>										<b>Number of Certificate.</b> <i>36172</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>36173</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>211</i> <i>60</i> <i>3 1/4</i> <i>30.7</i> <i>60</i> <i>3 1/4</i>									
<b>HAWSERS AND WARPS.</b>										<b>HAWSERS AND WARPS.</b>									
<b>Number of Certificate.</b> <i>36172</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>36173</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>211</i> <i>60</i> <i>3 1/4</i> <i>30.7</i> <i>60</i> <i>3 1/4</i>										<b>Number of Certificate.</b> <i>36172</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>36173</i> <i>105 1/2</i> <i>31</i> <i>46 1/2</i> <i>93.2.4</i> <i>155.2.12</i> <i>110</i> <i>1 1/2</i> <i>211</i> <i>60</i> <i>3 1/4</i> <i>30.7</i> <i>60</i> <i>3 1/4</i>									
<b>Boats</b> <i>2 Sloopboats and 3 others.</i>										<b>Boats</b> <i>2 Sloopboats and 3 others.</i>									
<b>Pumps, Number</b> <i>Five</i> <i>Diameter of Barrel</i> <i>4 1/2</i> <i>State whether they are in efficient working order</i> <i>Yes</i>										<b>Pumps, Number</b> <i>Five</i> <i>Diameter of Barrel</i> <i>4 1/2</i> <i>State whether they are in efficient working order</i> <i>Yes</i>									
<b>Windlass</b> <i>is by Emerson, Walker &amp; Thompson Bros</i> <i>Capstan</i>										<b>Windlass</b> <i>is by Emerson, Walker &amp; Thompson Bros</i> <i>Capstan</i>									
<b>Engine Room Skylights</b> <i>How constructed?</i> <i>Of Teak.</i>										<b>Engine Room Skylights</b> <i>How constructed?</i> <i>Of Teak.</i>									
<b>What arrangements for deadlights in bad weather? <i>Teak flaps and bulls eyes.</i> </b>										<b>What arrangements for deadlights in bad weather? <i>Teak flaps and bulls eyes.</i> </b>									
<b>Coal Bunker Openings</b> <i>How constructed?</i> <i>Cast iron rings</i> <i>How are lids secured?</i> <i>Screwed.</i> <i>Height above deck?</i> <i>7.5 ft.</i>										<b>Coal Bunker Openings</b> <i>How constructed?</i> <i>Cast iron rings</i> <i>How are lids secured?</i> <i>Screwed.</i> <i>Height above deck?</i> <i>7.5 ft.</i>									
<b>Number of Scuppers</b> <i>and number and dimensions of Freeing Ports, &amp;c.</i> <i>On each side, 8 Scuppers, 5 Freeing Ports 3.3 x 1.4.</i>										<b>Number of Scuppers</b> <i>and number and dimensions of Freeing Ports, &amp;c.</i> <i>On each side, 8 Scuppers, 5 Freeing Ports 3.3 x 1.4.</i>									
<b>Ceiling in Holds</b> <i>thickness and material</i> <i>2 1/2 Pine.</i> <i>Cargo Battens <i>thickness and material</i> </i>										<b>Ceiling in Holds</b> <i>thickness and material</i> <i>2 1/2 Pine.</i> <i>Cargo Battens <i>thickness and material</i> </i>									
<b>Cargo Hatchways</b> <i>How formed?</i> <i>Plates and angles.</i> <i>Hatches</i> <i>If strong and efficient?</i> <i>Yes.</i>										<b>Cargo Hatchways</b> <i>How formed?</i> <i>Plates and angles.</i> <i>Hatches</i> <i>If strong and efficient?</i> <i>Yes.</i>									
<b>State size No. 1 Hatch (Forward)</b> <i>7.6 Circular</i> <i>No. 2 Hatch</i> <i>5.6 Circular</i> <i>No. 3 Hatch</i> <i>7.0 Circular</i> <i>No. 4 Hatch</i> <i>6.0 Circular</i> <i>No. 5</i> <i>5.0 x 4.0.</i>										<b>State size No. 1 Hatch (Forward)</b> <i>7.6 Circular</i> <i>No. 2 Hatch</i> <i>5.6 Circular</i> <i>No. 3 Hatch</i> <i>7.0 Circular</i> <i>No. 4 Hatch</i> <i>6.0 Circular</i> <i>No. 5</i> <i>5.0 x 4.0.</i>									
<b>Number of Web Plates, Shifting Beams, and Fore and Afters</b> <i>to each Hatch</i> <i>One fore &amp; after in No. 1 Hatch.</i>										<b>Number of Web Plates, Shifting Beams, and Fore and Afters</b> <i>to each Hatch</i> <i>One fore &amp; after in No. 1 Hatch.</i>									
<b>Bulwarks</b> <i>height above deck and description</i> <i>3.6 x 8.5</i> <i>Main Rail and Stays, material and size</i> <i>8 x 3 Elm. 6" Bull plate</i>										<b>Bulwarks</b> <i>height above deck and description</i> <i>3.6 x 8.5</i> <i>Main Rail and Stays, material and size</i> <i>8 x 3 Elm. 6" Bull plate</i>									
<b>The above is a correct description</b> <i>For The George &amp; Co. Building &amp; Repairing Co. Ltd.</i>										<b>The above is a correct description</b> <i>For The George &amp; Co. Building &amp; Repairing Co. Ltd.</i>									
<b>Builder's Signature</b> <i>(here only)</i> <i>A. H. Hoeggs</i> <i>Surveyor's Signature</i> <i>Allison B. Wilson</i>										<b>Builder's Signature</b> <i>(here only)</i> <i>A. H. Hoeggs</i> <i>Surveyor's Signature</i> <i>Allison B. Wilson</i>									
<b>Managing Director</b>										<b>Managing Director</b>									

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).  
 (M) 26-11-05. 31-12-05. (E) 15-3-09.

**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 the plating? *A 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.) *Workmanship good.*  
*This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, and in general conformity to the Rules for the class contemplated.*

Accompanying this report, Plans of Midship Section, Profile and Decks, Pumping Arrangements, and Report on Ships Gearing.

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 ☒ ft., Bridge Dk. *55-4* ft., Forecastle *27-0* 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 ☒

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) *2 Dks. 2 B.*  
 Official No. ☒; Signal Letters ☒; State if Machinery is fitted aft *No.*  
 How are the surfaces preserved from oxidation? Inside *"Biddisshen" 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 *Girders on floors.*

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>33-0</i>	<i>35</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	<i>67-10</i>	<i>87</i>	Other tanks, if fitted,		

Total capacity of double bottom *122* (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. *1779*  
 Date *21/1/09*  
 No. *124* in builder's yard  
 Dates of Surveys held while building *1908 Dec 22, 28, 30, 1909 Jan 1, 5, 7, 11, 13, 15, 16, 22, 27, 28, Feb 2, 6, 10, 11, 15, 17, 19, 22, 24, Mar 4, 10, 12, 13, 17, 25, 30, Apr 3, 15, 20, 22, 26, 28, 29, 30, May 5, 11, 13, 18, 20, 25, 28, Jun 2, Jun 20, 24, 30, Jul 2, 5, 8, 9.*  
 Total No. of Visits *52*

The amount of Entry Fee *3 : 0 : 0* Fees applied for, *21.7.1909*  
 Special *28 : 12 : 0* Received by me, *23/7/09*  
 Travelling Expenses, if any *3 : 15.50*  
 State whether the Vessel has been built under Special Survey *Yes.*  
 I am of opinion this Vessel should be Classed *100 A 1.*  
 With, or without Freeboard, as condition of Class *Without.*

Committee's Minute *TUES. 27 JUL 1909*  
 Character assigned *100 A 1*  
*Lloyd's atel + time 7.09*  
*W.*

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