

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office

THUR. 29 MAR 1906

State if Report is also sent on the Machinery of the Vessel *Yes*Date of completion of report *MAR. 26. 06*Port of *SUNDERLAND*No. *22683*Survey held at *SUNDERLAND*Date, First Survey *2nd October, 1906* Last Survey *23rd March 1906*On the *STEEL SCREW STEAMER*Rig *SCHOONER*TONNAGE under *3599.49*

THREE DECKED VESSEL.

Do. between Tonnage Dk. and 3rd and 4th Dk.

CLASS *100 A.1. "STEEL"*

Total under Upper Dk.

Half Breadth (moulded) *24.60*

Do. of Poop

Depth from upper part of Keel to top of Upper Deck Beams *28.93*

Do. of Bridge House

Girth of Half Midship Frame (as per Rule) *49.35*

Do. of Forecastle

deduct 7 feet *7.00*

Do. of excess of Hatchways

1st Number *95.88*

Do. above Crown of

Length on deck from after part of stem to fore part of stern post *344.0*

Engine Room

2nd Number *32985*Gross Tonnage *3802.72*Proportions—Breadth to Length *7.0*

Less Open Space

Depth to Length—Upper Deck to top of Keel *11.9*

Less above Crown of

Main Deck ditto *✓*

Engine Room

Destined Voyage *CAPE BRETON*TONNAGE FOR FEES *1216.87*

If Surveyed while Building, Afloat, or in Dry Dock UNDER SPECIAL SURVEY.

Less Engine Room

No. of Decks with flat laid *ONE*

Less Navigation Spaces

No. of Tiers of Beams *TWO + TWO FRAMES*Register Tonnage *2462.35*Round of Upper Dk. Beam, Actual *11 1/4 ins.*

as cut on Beam

Dimensions of Ship per Register, Length *346.0* breadth *49.5* depth *28.35* Moulded depth, ft. *27* ins. *11 1/2* To Upper Dk.

FRAMING.				FORGINGS or CASTINGS.			
	Inches in Ship	Inches in Ship	16ths or 20ths per Rule Or as Approved		Inches in Ship	Inches per Rule Or as Approved	
FRAME, Angles or TEE Bars for $\frac{1}{2}$ length amidships	9	3 1/2	11	9	3 1/2	11	
Do. for $\frac{1}{2}$ at each end	9	3 1/2	10	9	3 1/2	10	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10	3 1/2	3 1/2	10	
" " at intermdt. Bkts.	5 1/2	3 1/2	10	5 1/2	3 1/2	10	
Distance of Frames from moulding edge to moulding edge, all fore and aft	25			25			
REVERSED FRAME, Angles <i>ON FLOORS</i>	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
DEEP FRAMING, depth of girder	9			9			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	CELLULAR BOTTOM						
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at $\frac{1}{2}$ the half breadth, as per Rule							
" height extended at the Bilges							
FLOORS & BRACKETS in Cell Dble Bottoms		50	8		50	8	
" Distance apart							
CENTRE GIRDER, in Double bottom, depth and thickness	43	10		43	10		
" Angles, Top	3 1/2	3 1/2	10	3 1/2	3 1/2	10	
" Bottom	4 1/2	4 1/2	12	4 1/2	4 1/2	12	
SIDE GIRDERS, number on each side & thickness	THREE ON EACH SIDE 8			THREE ON EACH SIDE 8			
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8	
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	9	3 1/2	3 1/2	9	
" Angles to Outside Plating	3 1/2	3 1/2	10	3 1/2	3 1/2	10	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	53	10		42	10		
" " in Engine and Boiler space	8 1/2	10 1/2		8 1/2	10 1/2		
" " Remainder in Holds	8 1/2			8 1/2			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	3 1/2	16	11	3 1/2	16	
" Angles on upper edge							
" Average space	50			50			
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	DEEP FRAMING AND WEB FRAMES IN LIEU						
" Angles on upper edge							
" Average space							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							
" Angles on upper edge							
" Average space							
BEAMS, Hold, or Orlop, Plate or Tee Bulb	13	11		13	11		
" Angles on upper edges	6	4	9	6	4	9	
" Average space	25 FEET			25 FEET			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	
" Angles on upper edge							
" Average space	24 * 25 INS.			24 * 25 INS.			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9	
" Angles on upper edge							
" Average space	25			25			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	8		8	8		
" Angles on upper edge	3	3	6	3	3	6	
" Average space	48 * 50			48 * 50			
PILLARS, In between Deck, size and spacing	SPL. CHAN. 6x4x4x9. CHAN. 6x4x4x9			SPL. CHAN. 7x3 1/2 x 3 1/2 x 10 CHAN. 7x3 1/2 x 3 1/2 x 10			
" " Hold	QALE CHAN. 7x3 1/2 x 3 1/2 x 10						
" " Quarter 'tween Dks., " "							
" " in Hold							
WEB-FRAMES, In Fore Body, No. and spacing	5 SPACED 25 FT. 5 SPACED 25 FT.						
" " brdth. & thickness	AS PER APPROV. PLANS						
" No. of Side Stringers	ONE AS PER PLAN. ONE AS PER PLAN.						
WEB-FRAMES, In E. & B. Space, No. & spacing	AS PER APPROV. PLANS						
" " brdth. & thickness							
WEB-FRAMES, In After Body, No. and spacing	4 SPACED 25 FT. 4 SPACED 25 FT.						
" " brdth. & thickness	AS PER APPROVED PLANS						
" No. of Side Stringers							
" Size of Angles or Tee Bars to Web-Frames	6 1/2	4 1/2	10	6 1/2	4 1/2	10	
BRACKET PLATES to Stringers between Web-Frames, depth and thickness							

PLATING.										RIVETING.																																																																																																																														
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																																													
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	RIVETS.		RIVETS.		STRAPS.		IF LAPPED.																																																																																																																								
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.		Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.																																																																																																																							
FLAT PLATE KEEL.....	42	20	13	14	42	20	42	20	6	1	4	4	1	3	1	10	10																																																																																																																							
GARBOARD OR A STRAKE.....	54	14	12	12	54	14	54	14	6	1	4	4	1	3	1	10	10																																																																																																																							
State actual thickness in way of Double Bottom.	B	62	12	9	9	62	12	62	12	5	7/8	3/4	4	1	3	1	10																																																																																																																							
C	58 1/2	13	9	9	58 1/2	13	58 1/2	13	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
D	58 1/2	12	9	9	58 1/2	12	58 1/2	12	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
E	66	13	10	10	66	13	66	13	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
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G	59	13	9	9	59	13	59	13	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
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J	59 1/2	12	9	9	59 1/2	12	59 1/2	12	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
K	46	13	10	10	46	13	46	13	5	7/8	3/4	4	1	3	1	10	10																																																																																																																							
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DOUBLING of Flat Plate Keel	KEEL & GARBOARD STRAKES INCREASED IN LENGTH.																																																																																																																																							
Length and thickness of Bilges	DOUBLED AT ENDS OF SPACERS IN ACCORDANCE WITH APPROVED PLANS																																																																																																																																							
Length and thickness of Sheerstrakes	DOUBLED AT ENDS OF SPACERS IN ACCORDANCE WITH APPROVED PLANS																																																																																																																																							
Length and thickness of Strake below																																																																																																																																								
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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, Plating, &c.: OPEN HEARTH Steel Plates: - CORSETT, SOUTH LUTHERY, BOLTON & WARRINGTON. Steel Angles: - CORSETT, PALMER, LANCASHIRE STEEL CO., FARRINGTON. Iron Plates: - JOHN HILL & CO. Has the Steel been tested as required by the Rules? Yes																																																																																																																																								
FRAMES extend in one length from CENTRE LINE to MARGIN PLATE & THENCE TO GUNWALE REVERSED FRAMES on floors and frames extend from CENTRE LINE TO MARGIN PLATE																																																																																																																																								
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Bowsprit: MADE IN PART PLATE: - CORSETT IRON CO. Topmasts, Yards and Remainder of Spars: Do Pine Rigging, Material and Size, Shrouds: 3/4 GALVANIZED STEEL WIRE Sails: ONE Suit of SCHOONERS Sails, and the following spare sails.																																																																																																																																								
EQUIPMENT No. 37256 LETTER W ANCHORS: MECHANICAL TWIN BY G. HARRISON & CO. 18-4-05 <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX. STOCK.</th> <th colspan="2">WEIGHT, REQUIRED BY TABLE 22.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts. qrs. lbs.</th> <th>Cwts. qrs. lbs.</th> <th>Cwts. qrs. lbs.</th> <th>Cwts. qrs. lbs.</th> </tr> </thead> <tbody> <tr> <td>55889</td> <td>1st Bower</td> <td>52</td> <td>3</td> <td>11</td> <td>Stockless</td> <td>44</td> <td>3</td> <td>1</td> <td>21</td> <td>52</td> <td>2</td> <td>0</td> <td>HARRISON'S PATENT</td> <td>G. HARRISON & CO. NETHERTON - 26-10-06. H. G. HARRISON.</td> </tr> <tr> <td>55888</td> <td>2nd "</td> <td>52</td> <td>0</td> <td>9</td> <td>Do.</td> <td>43</td> <td>14</td> <td>0</td> <td>7</td> <td>52</td> <td>2</td> <td>0</td> <td>Do.</td> <td>Do.</td> </tr> <tr> <td>55887</td> <td>3rd "</td> <td>44</td> <td>2</td> <td>26</td> <td>Do.</td> <td>39</td> <td>1</td> <td>3</td> <td>14</td> <td>44</td> <td>2</td> <td>0</td> <td>Do.</td> <td>Do.</td> </tr> <tr> <td></td> <td>4th "</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collective weight</td> <td>149</td> <td>2</td> <td>18</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>149</td> <td>2</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>58144</td> <td>Stream</td> <td>14</td> <td>1</td> <td>2</td> <td>3</td> <td>2</td> <td>25</td> <td>15</td> <td>19</td> <td>0</td> <td>7</td> <td>14</td> <td>0</td> <td>IRON STOCK</td> <td>G. HARRISON & CO. NETHERTON. 21-2-06. H. G. HARRISON.</td> </tr> <tr> <td>56143</td> <td>Kedge</td> <td>6</td> <td>0</td> <td>10</td> <td>1</td> <td>2</td> <td>3</td> <td>8</td> <td>7</td> <td>2</td> <td>0</td> <td>6</td> <td>0</td> <td>Do.</td> <td>Do.</td> </tr> </tbody> </table>																		Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT, REQUIRED BY TABLE 22.		Description of Anchor.	Where and when tested and Superintendent.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	55889	1st Bower	52	3	11	Stockless	44	3	1	21	52	2	0	HARRISON'S PATENT	G. HARRISON & CO. NETHERTON - 26-10-06. H. G. HARRISON.	55888	2nd "	52	0	9	Do.	43	14	0	7	52	2	0	Do.	Do.	55887	3rd "	44	2	26	Do.	39	1	3	14	44	2	0	Do.	Do.		4th "															Collective weight	149	2	18						149	2	0			58144	Stream	14	1	2	3	2	25	15	19	0	7	14	0	IRON STOCK	G. HARRISON & CO. NETHERTON. 21-2-06. H. G. HARRISON.	56143	Kedge	6	0	10	1	2	3	8	7	2	0	6	0	Do.	Do.
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Boats: TWO LIFEBOATS. ONE CUTTER AND ONE DINGY. Pumps: Number ONE 4 1/2 INCH PUMP WITH 2 1/2 INCH PIPE Diameter of Barrel Windlass is CLAPHAM CHAPMAN & CO. Capstan Yes Engine Room Skylights: How constructed? Do Steel What arrangements for deadlights in bad weather? Steel Flaps and Rollers Coal Bunker Openings: How constructed? Do Steel How are lids secured? CLASPS & BATTENS Height above deck? 15" Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 SCUPPERS 2 1/2 INCH. 4 IN SIDE POPE HULL 3 1/2 x 1 1/2. 4 IN SIDE AFTER HULL 3 1/2 x 1 1/2 Ceiling in Holds, thickness and material. 2 1/2 INCH UNDER HATCHES & Ceiling 'tween Decks, thickness and material 2 1/2 INCH Cargo Hatchways: How formed? Do Steel - Usual Construction. Hatches, If strong and efficient? Yes State size No. 1 Hatch (Forward) 25'0" x 18'0" No. 2 Hatch 25'0" x 18'0" No. 3 Hatch 25'0" x 18'0" No. 4 Hatch 25'0" x 18'0" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 WEBS IN EACH HATCH. NO FORE & AFTERS No. of Breasthooks FIVE No. of Crutches DOGS FOOT Bulwarks, height above deck and description 3'9" 1/2 IRON Main Rail, material and size 3 1/2 x 3 1/2 IRON ANGLE The above is a correct description. JOSEPH L. THOMPSON & SONS, Limited. Surveyor's Signature J. S. Thompson Builder's Signature (here only) John Hill & Co. 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 this case)
M. 1.2.05. E. 1.3.05. M. 14.3.05. M. 16.3.05

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** 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 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.) **THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS. THE SECRETARY'S LETTERS DATED AS STATED ABOVE AND OTHERWISE IN ACCORDANCE WITH THE RULES FOR THE CONTEMPLATED CLASS.**
THE MATERIALS AND WORKMANSHIP ARE GOOD.

THIS VESSEL IS PRACTICALLY A DUPLICATE OF THE S.S. 'GRESHAM' No. 22418
 The Surveyor should state the Number of Report and Name of any Sister Vessel. **✓**

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **22'0"** ft., R.Q.D. or Break **✓** ft., Bridge Dk. **9'0"** ft., F'castle **21'25"** ft. (in feet and tenths). When the Poop 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) **10K (1st 3rd 4th 5th) 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 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