

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.				
Breadth.					Thickness.					Breadth.					Thickness.				
FLAT PLATE KEEL					3 1/2					DOUBLE					6"				
GARBOARD OF A STRAKE					4 1/2					5"					3 1/2"				
B					5 1/2					5 1/2"					3 1/2"				
C					6 1/2					6 1/2"					3 1/2"				
D					7 1/2					7 1/2"					3 1/2"				
E					8 1/2					8 1/2"					3 1/2"				
F					9 1/2					9 1/2"					3 1/2"				
G					10 1/2					10 1/2"					3 1/2"				
SHEER					11 1/2					11 1/2"					3 1/2"				
J					12 1/2					12 1/2"					3 1/2"				
K					13 1/2					13 1/2"					3 1/2"				
L					14 1/2					14 1/2"					3 1/2"				
M					15 1/2					15 1/2"					3 1/2"				
N					16 1/2					16 1/2"					3 1/2"				
O					17 1/2					17 1/2"					3 1/2"				
P					18 1/2					18 1/2"					3 1/2"				
DOUBLING OF FLAT PLATE KEEL					2 1/2					2 1/2"					2 1/2"				
Length and thickness of Sheerstrakes.					5.5					5.5"					5.5"				
POOP SIDES					6					6"					6"				
RAISED QUARTER DECK SIDES					8					8"					8"				
BRIDGE SIDES					9					9"					9"				
FORECASTLE SIDES					10					10"					10"				
LENGTHS OF PLATING					8					8"					8"				

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. **OPEN HEARTH PROCESS. SIEMENS MARTIN PLATES. BISMARCK HUTTE OBER SCHLESSEN**

Angles, Bulb Angles & Tee Bars **HEUTECHKE KUNISER**

TESTS FROM 43 TO 49 KIPS WITH 22 TO 26% ELONGATION

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

FRAMES extend in one length from **TANK SIDE & KEEL** to **ALL TO MAIN BRIDGE FORECASTLE** state if ordinary or joggled **ORDINARY**

REVERSED FRAMES on floors and frames extend from **ALL TO MAIN DECK. BULB FRAMES IN FORE PEAK 15 1/4** state if ordinary or joggled **"**

DOUBLE REVERSE ANGLES ON TANK FLOORS.

MASTS, SPARS, &c.									
Diameter and Thickness.					Riveting.				
Material.					No. of Plates in round.				
Total length.					Angles.				
Fore					2 1/2"				
Main					3"				
Mizen					3 1/2"				
Bowsprit					4"				
Topmasts, Yards and Remainder of Spars					5"				
Rigging, Material and Size, Shrouds					3 1/2"				
Sails, BEST CANVAS					Suits of STAY & TRYSAILS				

EQUIPMENT No. 1388 LETTER 6

ANCHORS.									
Number of Certificate.					Description of Anchor.				
Weight, Ex Stock					Weight Required by Table 22.				
Test, per Certificate.					Makers.				
26346					Stockton & Gillman				
26388					" " "				
26403					" " "				
26404					" " "				
26398					" " "				

CHAIN CABLES.									
Number of Certificate.					Description of Cable.				
Fathoms.					Makers of Cables.				
Test, per Certificate.					When and where tested and Superintendent.				
26993					SYNOPSIS & SONS				
26994					" " "				
26995					" " "				

HAWERS AND WARPS.									
Number of Certificate.					Description of Cable.				
Fathoms.					Makers of Cables.				
Test, per Certificate.					When and where tested and Superintendent.				
26993					SYNOPSIS & SONS				
26994					" " "				
26995					" " "				

Boats **Two keels each 21.0** Diameter of Barrel **2 1/4** State whether they are in efficient working order **yes**

Pumps, Number **Two in hold 14 in. each** Capstan

Windlass is **Clarke Chapman system of German make**

Engine Room Skylights.—How constructed? **Yeast on casing 4 ft. above bridge deck**

What arrangements for deadlights in bad weather? **weather cloths**

Coal Bunker Openings.—How constructed? **solid 3 1/2" galvanized** Height above deck? **10" above bridge**

Number of Scuppers, and number and dimensions of Freeing Ports, &c. **6 & 6 Freeing Ports, 39" x 19" on each side**

Ceiling in Holds, thickness and material **pine 2 1/2"** Ceiling 'tween Decks, thickness and material **6 x 2 Birch & spruce**

Cargo Hatchways.—How formed? **Steel coaming 30" above deck** Hatches.—If strong and efficient? **yes**

State size No. 1 Hatch (Forward) **15' 9" x 12' 5"** No. 2 Hatch **25' 4" x 13' 1 1/2"** No. 3 Hatch **25' 4" x 13' 1 1/2"** No. 4 Hatch **25' 4" x 13' 1 1/2"**

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch **No. 1 Hatch 2 Shifting Beams F 9' 1/2 x 5' 1/2 x 10' 0" 9' 0" x 3' 3"**

Bulwarks, height above deck and description **Steel 8' 6" Bulwarks 7' 1/2 x 20' 0" x 6' 3"** Main Rail and Stays, material and size **6 x 3 1/2"**

The above is a correct description.

Builder's Signature (here only) _____

Surveyor's Signature **Geo. Dykes**

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

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

M. 1914 July 1901 2nd August

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? **no**

Are the butts of Plating, Stringers, &c., properly shifted and strapped? **and over lapped**

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? **yes** State results of tests **found tight**

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? **yes** State results of tests **found tight**

General Remarks (State quality of workmanship, &c.) **This vessel has been examined in dry dock. Bottom & hull found good. The outside side strakes on the one side and the inside strakes on the other have been drilled and the thicknesses found to be correct. The double bottom examined inside filled with tested of found tight. The fore and after peaks tested and found good. The scantlings marked on this report and on the section, are in conformity with the scantlings & the specifications of the materials delivered. The plates have been manufactured by the Bismarck Hütte in Oberschlesien & the angles and bulb angles by the Deutsche Kaiser. The materials are Siemens Martin Steel and the test sheets show that the materials have a tensile strength of from 24.4 to 31.1 tons with an elongation in 8 inches of from 22 to 26%. The Rudder and stem frame are steel castings manufactured by the Dortmund Union and submitted to tests similar to those required by the Society. In case of painting beams cut as required by the Rules. Bulb frames of 6 x 2 3/4 x 9/10 spaced 15 3/4 and three strakes increased in thickness for 30 feet from stem. As far as could be ascertained from careful examination, the workmanship appears to have been carefully executed and the scantlings comparing favourably with the Rule requirements.**

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **ft., R.Q.D. or Break** **ft., Bridge Dk. 53.2 ft., Forecastle 19. 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 and Forecastle separate**

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 Deck steel and deep framing**

Official No. _____; Signal Letters _____

How are the surfaces preserved from oxidation? Inside **Bottom cement & oil paints** Outside **Red lead & oil paints**

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,		57.2	69.	Fore peak tank,		19.6	15.
Double bottom, under Engines and Boilers,		35.6	66.	After peak tank,		6.0	9.
Double bottom, if under Engines only,				Midship deep tank,			
Double bottom, if under Boilers only,				Other tanks, if fitted,			
Double bottom, forward,		87.0	135.	(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. _____

Date **23. 24. 28 July. 2nd August**

No. **230** in builder's yard.

Amount of Entry Fee **£3** Fees applied for, **London, 25/10/1904**

Special **£13** Received by me, **29. 19. 1904**

Travelling Expenses, if any **£9**

State whether the Vessel has been built under Special Survey **yes**

I am of opinion this Vessel should be Classed **100 ft. of gross registered tonnage**

With, or without Freeboard, as condition of Class **with freeboard**

Committee's Minute **See L.C. Minute of Thursday 20th Oct. 1904 on dir. Repak No. 55170**

Character assigned **See L.C. Minute of Thursday 20th Oct. 1904 on dir. Repak No. 55170**

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

Form No. 1A.