

STEEL STEAMER OR MOTORSHIP.

Received at London Office 16 JUL 1926

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *8th June 1926*Port of *NEWCASTLE-ON-TYNE*No. *80456*Survey held at *Newcastle-on-Tyne*Date First Survey *11th June 1925*Last Survey *10th June*19*26*On the (State if Machinery fitted Aft and (If Single, Twin or Triple Screw) *Steel Twin Screw Cable Steamer DOMINIA* (Machinery not fitted aft)State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Not full scantling*State Type of Erections *Bridge only*TONNAGE under Tonnage Deck... *8701.71*CLASS *100A1*State if with freeboard as condition of Class *Yes*Built at *Walker-on-Tyne*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 475.0*Launched *16th March 1926* Yard No. *1216*Total *8701.71*Breadth (greatest moulded) *B 58.75*Builders *Swan, Hunter & Wigham Richardson Ltd.*Gross Tonnage *9273.36*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 40.75*Owners *Telegraph Construction & Maintenance Co.*Register Tonnage *4912.95*1st Longitudinal Number (L x D) *= 19356*Managers *✓*2nd Numeral L x (B + D) *= 47262*

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

REGISTERED DIMENSIONS.

FEET.

Length *488.9*Framing Depth "d," at middle of length. See Sec. 3 (1d) *20.25*Residence *✓*Breadth *59.0*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.64*Port of Registry *London*Depth *37.4*Do. Long Bridge to top of keel *9.74*

If surveyed while building, afloat, or in dry dock

Draught Moulded *29.0**Building Afloat and in Dry Dock*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>33½</i>		Bracket Floors, Frame		
" " from ½ length to Collision bulkhead	<i>27</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>54 x 56</i>	
Frame Amidships, Angle, [<i>—</i>]	<i>12 x 3½ x 3½ x 38W. 60F as per approved plan</i>		" " top Angles <i>Double</i>	<i>3½ 3½ 57</i>	
" " Extends up to	<i>2nd + 3rd Decks alternately</i>		" " bottom Angles <i>Double</i>	<i>5 5 67</i>	
Reversed Frame Amidships, Angle	<i>—</i>		Side Girders, No. each side and thickness	<i>2-46</i>	
" " Extends up to	<i>—</i>		Margin Plate depth (excl. of flange) and thickness	<i>42½ x 57</i>	
Depth of Framing Girder	<i>12</i>		" " Vertical Angle to Tank side Bracket abaft ½ len. from stem	<i>6 6 50 3½ 3½ 49 Double</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [<i>—</i>]	<i>9 3½ 49 alternately</i>		" " Vertical Angle to Tank side Bracket forward ½ len. from stem	<i>6 6 50 3½ 3½ 49 Double</i>	
" " Second 'tween Decks, Angle, [<i>—</i>]	<i>12 3½ 3½ 38W. 60F alternately</i>		" " Gussets, spacing and scantling abaft ½ len. from stem	<i>Every frame 45</i>	
" " Third " " " "	<i>as per approved plan</i>		" " Gussets, spacing and scantling forward ½ len. from stem	<i>Every frame 45</i>	
Framing in Peaks, Angle, [<i>—</i>]	<i>9 3½ 49</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>75</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8-54 apart</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>57 x 67</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>3 web frames and 2 side stringers as per approved plan</i>		Thickness of remainder in Holds	<i>49 54 under Cable Tanks</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>2 additional ½ height intercostals 5 x 5 x 56 angle frames on floor Midships thickness 7 3 inches plating next to keel maintained to Collision Bulk</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [<i>—</i>]	<i>8½ 3½ 48 as per profile</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [<i>—</i>]	<i>8½ 3½ 48</i>	
Middle Line Keelson, on Floors, Angles, [<i>—</i>]			Spacing	<i>On every frame</i>	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, [<i>—</i>]	<i>8½ 3 48</i>	
" " Foundation Plate on Floors			Spacing	<i>On every frame</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [<i>—</i>]	<i>8½ 3 48</i>	
Side Keelsons, No. each side			Spacing	<i>On every frame</i>	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [<i>—</i>]	<i>12 x 3½ x 50 Fore end 9 x 3½ x 50 aft</i>	
" " Angles			Spacing	<i>Found on alternate frames. Every frame aft</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, [<i>—</i>]		
Solid Floors, thickness and spacing	<i>45 On every frame</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [<i>—</i>]	<i>9 3 38 as per profile</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>On every frame</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [<i>—</i>]		
			Spacing		

PILLARS AND DECKS.											
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....						Stringer Plate, breadth and thickness in way of Bridge		64x45		51x40	
,, in 'tween Decks, Size and Spacing.....						Thickness of Plating abreast Deck openings in way of Wells		42			
,, ,, ,, ,, ,,						Thickness of Plating abreast Deck openings in way of Bridge		42			
,, in Holds ,, ,,						Thickness of Plating within line of openings...		36			
,, ,, ,, ,, ,,						If Sheathed, material and thickness		-			
Centre Line Bulkhead.						Third Deck.					
Stiffeners and Spacing.....						Stringer Plate, breadth and thickness.....		51x45			
Plating, thickness of						If Plated, state thickness.....		36			
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness.....		40		Forward + aft end	
Stringer Plate, breadth and thickness in Wells		74x67	65x67			If Plated, state thickness		35		Forward 40 aft	
,, ,, ,, ,, in way of Bridge		74x60	65x45			Poop Deck.					
,, Angle in Wells		6x6x67				Stringer Plate, breadth and thickness		-			
Thickness of Plating abreast Deck openings in way of Wells		59				Plating, Sheathing, material and thickness ..		-			
Thickness of Plating abreast Deck openings in way of Bridge		42				Bridge Deck.					
Thickness of Plating within line of openings...		43				Stringer Plate, breadth and thickness.....		65x64			
If Sheathed, material and thickness		5x3	Leak where exposed			Plating, Sheathing, material and thickness ..		43			
Second Deck.						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells...		64x46	51x46			Stringer Plate, breadth and thickness.....		-			
						Plating, Sheathing, material and thickness ..		-			

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No</i>	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<i>.92</i>	<i>.81</i>	<i>.81</i>			<i>Double</i>	<i>1</i>	<i>3$\frac{3}{4}$</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
" DBLG. (if any)	-	-	-	-		-							
BOTTOM PLATING, No. } of Strakes <i>3</i> }	<i>.72</i>	<i>.53</i>	<i>.72</i>			<i>Double</i>	<i>7/8</i>	<i>3$\frac{1}{8}$</i>	<i>4</i>	<i>7/8</i>	<i>3$\frac{1}{2}$</i>	.	
BILGE PLATING, No. of } Strakes <i>2</i> }	<i>.72</i>	<i>.53</i>	<i>.72</i>			"	"	"	"	"	"	"	
SIDE PLATING, No. of } Strakes <i>4</i> }	<i>.70</i>	<i>.50</i>	<i>.50-70</i>			"	"	"	"	"	"	"	
UPPER DECK, Sheer- } strake in Wells..... }	<i>65</i>	<i>.82</i>	<i>.50</i>	<i>.50</i>	<i>52 x .82</i>	"	<i>1</i>	<i>3$\frac{3}{4}$</i>	<i>4</i>	<i>1</i>	<i>4</i>	"	
UPPER DECK, Sheer- } strake in Bridge ... }	<i>.72</i>	<i>✓</i>	<i>✓</i>		<i>.70</i>	"	<i>7/8</i>	<i>3$\frac{1}{8}$</i>	"	<i>7/8</i>	<i>3$\frac{1}{2}$</i>	"	
STRAKE BELOW Sheer- } strake in Wells..... }	<i>.75</i>	<i>.50</i>	<i>.50</i>			"	<i>1</i>	<i>3$\frac{3}{4}$</i>	"	<i>1</i>	<i>4</i>	"	
STRAKE BELOW Sheer- } strake in Bridge ... }	<i>.70</i>	<i>✓</i>	<i>✓</i>			"	<i>7/8</i>	<i>3$\frac{1}{8}$</i>	"	<i>7/8</i>	<i>3$\frac{1}{2}$</i>	"	
POOP SIDE PLATING	-	-	-	-									
BRIDGE SIDE PLATING ...	<i>.72 for side lights</i>				<i>.60</i>				"	<i>7/8</i>	<i>3$\frac{1}{2}$</i>	.	
FORE'C'TLE SIDE PLATING	-	-	-	-									

Total No. of W.T. BULKHEADS in Vessel—		STIFFENERS.		VERTICAL.		HORIZONTAL.	
Extending to Upper Deck (Sec. 3 c) <i>5</i>		VERTICAL.		VERTICAL.		HORIZONTAL.	
Deck next below <i>2 and 2 to 2nd below</i>		VERTICAL.		VERTICAL.		HORIZONTAL.	
As per Rule <i>8</i>		VERTICAL.		VERTICAL.		HORIZONTAL.	
See approved plans.		VERTICAL.		VERTICAL.		HORIZONTAL.	
MIDSHIP BULKHD, Upper tween decks		VERTICAL.		VERTICAL.		HORIZONTAL.	
Second		VERTICAL.		VERTICAL.		HORIZONTAL.	
Third		VERTICAL.		VERTICAL.		HORIZONTAL.	
Holds		VERTICAL.		VERTICAL.		HORIZONTAL.	
COLLISION (in Hold)		VERTICAL.		VERTICAL.		HORIZONTAL.	
AFTER PEAK		VERTICAL.		VERTICAL.		HORIZONTAL.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *South Durham Steel & Iron Co. Ltd. (Open Hearth)*

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

Any departure from approved plans to be noted.

KEEL, Bar *Flat plate keel*

STEM *Rolled bar 11" x 2 3/4"*

STERN FRAME { Propeller Post *-*

{ Rudder *Forging 9 x 6*

RUDDER—A x D *7 x 8*

Speed of Vessel *11 1/2 K.*

RUDDER mainpiece at head *Forging 12*

" " heel *9*

" how constructed *Forged and built*

" double or single plate *Single plate 1.05 thick*

" coupling, vertical or horizontal *Horizontal*

EQUIPMENT No. 48469

LETTER *dt*

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
88186	1st Bower ...	Cwts. qrs. lbs. 82 3 21	Cwts. qrs. lbs. <i>Stockless</i>	Tons. cwt. qrs. lbs. 60 0 0 0	Cwts. 232-0-0	Halls (Cast Steel Head)	H. Wingley & Sons.	Wetherston, 26 ² / ₂₆ H. Gran.
88187	2nd " ...	82 3 0	- 0 -	60 0 0 0		- bits -	- bits -	" 20 ² / ₂₆ "
88187	3rd " ...	79 2 0	- 0 -	58 6 1 0		- bits -	- bits -	" 26 ² / ₂₆ "
	Collective weight.	245 0 21			232			
88044	Stream ...	23 3 5	6 1 5	23 15 2 14	232	Ordinary	- bits -	" 12 ² / ₂₆ "

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and Size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size per Table 53.
46980	Fathoms. Ins. 150 22	Tons. 112 ⁵ / ₈	Cwts. qrs. lbs. 473-3-2	Fathoms. Ins. 300 22	Steel	H. Wingley & Sons.	Wetherston, 26 ² / ₂₆ H. Gran.	TOWLINE	Fathoms. Ins. 130 52	Tons. 88	Fathoms. Ins. 130 6
49995	150 22	112 ⁵ / ₈	473-3-2	300 22	"	- bits -	" 21 ² / ₂₆ "	HAWSERS & WARPS	130 52	88	130 6
			946-0-18						120 52	80	
									4-60 3	26 ² / ₂₆	4-100 8
									2-100 3	18 ² / ₂₆	
									4-100 2	18 ² / ₂₆	

Steering Gear, Steam *Brown Bros.*Steering Gear, Hand and *Blocks and Tackle*Boats *7 Life Boats + Motor Boat* Steering Chains, Size and Test *Direct on Rudder head* Windlass *Steam (Harfield)*Ceiling in Holds, thickness and material *Over helms only 2 1/2" O.P.* Cargo Battens, thickness, material and spacingCargo Hatchways. (Upper Deck) *Steel Coaming* Thickness of Hatches *3"*Size of No. 1 Hatchway (Forward) *11-3-11-0-24* No. 2 *14-0-11-0-18* No. 3 *14-0-11-0-18* No. 4 *14-0-11-0-18* No. 5 *14-0-11-0-18* No. 6Number of Shifting Beams and/or Fore and Afters *2 Webs in No. 2-3-4-5, One web in No. 1*

FOR

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Builder's Signature

J. D. W. W. W. W. W.

DIRECTOR

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and the Secretary's letters of instruction, and in general conformity with the Society's printed rules. The materials and workmanship employed during the construction are of good quality. The freeboard has been verified and the freeboard marks cut in on the vessel's sides. The fore and aft peak tanks, double bottom tanks, cable and fresh water tanks, bulkheads, etc. doors, Davit pump, hand pump, chain locker, and weather decks have been tested in accordance with rule requirements. The windlass, steering gear and stern winches have been tried and found satisfactory. The cable tanks have been constructed in accordance with the approved plans. The following approved plans accompany this report:- Plan of Rudder, Ell post + shaft brackets, Profile and Deck plans, Midship Section Plan of Ballast tanks below tunnel flat. Diagram showing side framing scantlings, Plan of framed framing. Plan of Painting Arrangements, Plan of Watertight Subdivisions, Plan of Cable tanks, Plan of Oil Fuel Bunkers. Amended plan of After Cable tanks, Scantlings of beams and girders, Plan of Masts, Plan of Pumping arrangements. Plan for Equipment number. Amended construction at 13 frame to suit shafting, Bulkhead stiffening at ends of deck girders, Strengthening at Break of Bridge, Plan of Superstructures, Main Deck hatches, Plan of Ventilator bunking (not fitted) Plan of Midship Section + Profile + Deck plans of vessel as built and 3 Faring reports.*

The amount of Entry Fee £ 11 : 0 : 0

Fees applied for,

10/6/1926

Special Survey Fee.... £431 : 16 : 6

Received by me,

Freeboard 15 : 9 : 9

Travelling Expenses, if any £

I am of opinion the Vessel should be Classed *100 A1 with Freeboard**"Cable Vessel" "Four Cable Tanks"**5 BH to upper Deck, 2 BH 2" 1/2, 2 BH 3" Deck*State whether the Vessel has been built under Special Survey *Yes*

Signature

Aled. W. W. W.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Newcastle*

Date of issue

25/6/26

Committee's Minute

FRI. 25 JUN 1926

Character assigned

*100 A1 with Freeboard**+ L. M. 6:26**Fitted for Oil Fuel 6:26 F.P. above 150° F**Lloyd's A.C.L.*

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Lloyd's Register Foundation

00702/2

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower *Anchor Head 51-3-12, Including pin & blocks 58-3-9, M.B. N° 2713, 26th January 1926*
2nd " " " *51-1-4, " " " 58-1-17, M.B. N° 2709, 26th January 1926*
3rd " " " *48-1-9, " " " 54-3-23, M.B. N° 2707, 26th January 1926*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge *145.16* ft., Forecastle ☐ ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *3 Pls (Stl) Weather & Leak 5 4th Pl (Stl) in Fore & after Holds.*

Official No. *148,768* Signal Letters

Is bottom of Vessel coated with cement *Yes* if not give

particulars of composition *recepting in way of oil fuel.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>136.9</i>	<i>1259</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<i>281</i>
Double bottom, if under Engines only, <i>Feed Water</i>	<i>30.82</i>	<i>157</i>	Deep tank, aft, <i>At sides N° 3 & 4 Cable Tanks</i>	<i>94.41</i>	<i>208</i>
Double bottom, if under Boilers only, <i>Oil Fuel</i>	<i>69.92</i>	<i>368</i>	Deep tank, forward, " <i>N° 112</i>	<i>100.6</i>	<i>640</i>
Double bottom, forward,	<i>164.0</i>	<i>688</i>	Other tanks, if fitted,		<i>947</i>
Total capacity of double bottom		<i>1947</i>	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. *5157*

Date *28/9/25*

Dates of Surveys held while building

1925 June 11. 19. 30. July. 2. 3. 6. 7. 15. 17. 24. 27. Aug. 4. 13. 18. 25. 26. 28. 31. Sep. 4. 7. 10. 15. 23. Oct. 2. 12. 22. 26. 29. Nov. 2. 5. 9. 11. 16. 23. 26. Dec. 3. 9. 11. 15. 18. 29. 1926 Jan. 5. 8. 11. 18. 29. 20. 25. 26. 27. 28. Feb. 24. 12. 16. 18. 19. 23. 26. Mar. 1. 3. 5. 8. 11. 16. 17. Apr. 13. 26. May 5. 10. 12. 14. 18. 25. 26. 29. 28. June 1. 10.

Total No. of Visits

79.