





PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. 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.?

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) M 31-7-00 M 4-8-00 E 8-9-00 M 15-4-01 Workmanship. Are the butts of plating planed or otherwise fitted? yes 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 faying surfaces? yes Do any rivets break into or through the seams or butts of plating? no Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes General Remarks (State quality of workmanship, &c.) This vessel has been built under special survey, in accordance with the approved plans, the Secretary's letter of the above date, & otherwise in conformity with the rules. The material & workmanship are good throughout. The decks, pumps & W.T. doors have been tested satisfactorily. She is a sister ship to the S.S. Drummerie & Penmanan, report no 20338 & 20414. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30 ft., R.Q.D. or Break ft., Bridge Dk. 100 ft., F'castle 38 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) 1 Dk (Stl) & Spar Dk (pt stl pt iron) Official No. ; Signal Letters How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Cellular Where fitted. Length. Water Capacity. Where fitted. Length. Water Capacity. Double bottom, aft, 108'0 347 Fore peak tank, Double bottom, forward, 148'0 444 After peak tank, Double bottom, under Engines and Boilers, 14 Midship deep tank, Double bottom, if under Engines only, 24'0 72 Other tanks, if fitted, Double bottom, if under Boilers only, 86'3 (If necessary, furnish further information by sketch.) State whether the above have been tested as required by the Rules. yes Order for Special Survey No. 4298 Date 23 July 1900 1st. On the several parts of the frame, when in place, and before the plating was wrought, 1900-Sept 14, 20, 26, Oct 1, 4, 8, 10, 11, 16, 19, 25, 29. Order for Ordinary Survey No. 1901-1. 7, 8, 14, 22, 24, 29, Dec 4, 5, 10, 12, 14, 17, 19, 20, 27, 28. Date 1901-1. 7, 9, 15, 22, 23, 31, Feb 4, 6, 8, 11, 13, 14, 20, 21, 22, 28. 4th. When the ship was complete, and before the plating was finally coated or cemented, Mar. 5, 11, 18, 27, Apr. 1, 3, 11, 12, 13, 15, 19. No. 154 in builder's yard. 5th. After the ship was launched and equipped. Total No. of Visits 56. The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 26'4'0 Certificate to be sent to Sunderland. Special Survey Fee £ 118 : 7 : 6 Received by me, 30'4'0 Travelling Expenses, if any £ : : 18'5'0 I am of opinion this Vessel should be Classed 100A1 "steel" "spar deck" Campbell & Co. With, or without Freeboard, as condition of Class without Surveyor to Lloyd's Register of British and Foreign Shipping. Committee's Minute FRI. MAY 3 1901 Character assigned 100A1 Steel + 2nd Mech 4, 01 1st Spar Dk