

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.										
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	RIVETS.		STRAPS.		IF LAPPED.						
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to or.	Breadth.	Thickness.	Breadth.	For what Length.					
FLAT PLATE KEEL	30	10	14	15	30	10	Double	6	1	4 1/2	Treble	1	3 1/2	21 1/2	14				
GABBOARD OF A STRAKE	50	14	13	13	30	14	"	5 1/2	3 1/2	"	"	3 1/2	"	10 1/2	Entire				
State actual thickness in way of Double Bottom.																			
B		13	11	12		13	"	"	"	"	"	"	"	"	"				
C		13	11	12		13	"	"	"	"	"	"	"	"	"				
D		16	11	16		14	"	6	1	4 1/2	"	1	3 1/2	"	10 1/2				
E		17	13	15		15	"	"	"	"	"	"	"	"	"				
F		14	12	13		15	"	"	"	"	"	"	"	"	"				
G		15	12	14		15	"	"	"	"	"	"	"	"	"				
H		14	11	13		14	"	"	"	"	"	"	"	"	"				
J		15	12	14		15	"	"	"	"	"	"	"	"	"				
K		14	11	13		14	"	"	"	"	"	"	"	"	"				
L		15	12	14		15	"	"	"	"	"	"	"	"	"				
M		15	12	14		15	"	"	"	"	"	"	"	"	"				
Cheer N	54	18	11	11	54	18	"	"	"	"	"	"	19 1/2	11 1/2	Double				
O	40	21	12	12	40	21	"	"	"	"	"	"	25 1/2	21 1/2	Straps				
P																			
Q																			
R																			
DOUBLING OF PLATE KEEL																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			

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. *Siemens Martin Steel, Frames & Rev. Bars Lanarkshire S.C.; Beams, Palmers S.C.; Keelsons, Dowlais S.C.; Floors, Barrow S.C.; Stringers & decks, Dowlais S.C.; Outside plating, Dowlais S.C. & Barrow S.C.*

FRAMES extend in one length from *margin plate* to *gunwale*.
 REVERSED FRAMES on floors and frames extend from *margin plate* to *upper deck* for half length, to *margin plate* on *upper deck* alternately at ends, *alt. reverse bars* to *forecastle deck*, *all frames above 1st bulkhead* to *U.S.K.*

MAST, STAY, &c.									
No. of Mast.	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.	RIVETING.
			At Partners.	Heel.	Hounds.	Head.			
LOWER MASTS.	Steel	141-4	24 x 20	21 x 20	20 1/2 x 20	20 x 20	Two	These 3 x 3 x 20 Double & Treble & 3 x 3 x 20 Single & Double	
Topmast.	Steel	141-4	25 x 20	24 x 20	19 1/2 x 20	19 x 20	Two	Double at partners and at heels.	

Topmast, Yards and Remainder of Spars of P. Pine.
 Riggers, Material and Size, Shrouds *West India Steel wire, 1/2" & 3/4" Main 1/2". Stays 1/2" double 1/2" Main 1/2".*
 Sails, *one complete* Suit of *1/2" headed* Sails, and the following spare sails.

EQUIPMENT No. 13701 LETTER A+										
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT PER RULE.		
		Cwts.	qrs.	Cwts.	qrs.	Cwts.	qrs.	Cwts.	qrs.	
15417	1st Bower	44	0	14	11	3	0	40	11	2
15418	2nd "	46	2	0	11	3	0	40	3	0
15419	3rd "	40	0	0	11	3	0	30	14	2
16009	Collective weight	42	2	0	11	0	0	34	16	0
15400	Stream	102	0	14				179	0	0
15423	Kedge	16	3	0	4	1	0	10	0	2
15423	2nd Kedge	8	2	14	2	1	0	10	15	0

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	TEST PER CERTIFICATE.		WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Rope.	Fathoms and Size per Rule.				
			Tons.	Per Rule.	Supplied.	Per Rule.													
7602	120	2 1/2	134	3	330	3	20	3	42	40	2 1/2	120	3 1/2	41	120				
7603	120	4	98	4	320	1	14					120	4	33	90				
7524	30	"	"	"	20	0	20					90	3 1/2	22	90				
7524	90	5	64	7	12	1	7					180	5						

Boats, *8 life boats, 2 Cutters, 1 Gig, and 1 Dingy - 12 in all.*
 Pumps, Number *Eleven*. Diameter of Barrel and Tail Pipe *6 ins. and 3 ins. respectively.*
 Windlass is *Rapier*. *Patent Steam*. Capstan *Good*.
 Engine Room Skylights. - How constructed? *of plates & angles on casing on top of Bridge deck.*
 What arrangements for deadlights in bad weather? *Solid top with bell's eye.*
 Coal Bunker Openings. - How constructed? *of plates & angles.* How are lids secured? *with hatch bars* Height above deck? *10 ins.*
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Scuppers 60 x 16, 2 x 40 x 16, 1 x 42 x 16. 80. 80. 80.*
 Ceiling in Holds, thickness and material *2 1/2 Red Pine.* Ceiling 'tween Decks, thickness and material *6 x 2 Spruce.*
 Cargo Hatchways. - How formed? *of plates & angles, Coaming 30 ins.* Hatches, If strong and efficient? *Yes 3 Solid*
 State size No. 1 Hatch (Forward) *20. 6 x 15. 6.* No. 2 Hatch *25. 8 x 15. 6.* No. 3 Hatch *20. 6 x 15. 6.* No. 4 Hatch *5. 8 x 15. 6.*
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. *One web plate in No. 1. 3 and 6, two in No. 2 and 3 fore and afters in all.* No. of Crutches *4* & deck *1*
 Bulwarks, height above deck and description *4. 3 x 5/8 steel.* Main Rail, material and size *7 x 3 bell angle & mould.*
 The above is a correct description.
 Builder's Signature *WORKMAN, CLARK & CO. LIMITED.* Surveyor's Signature *James Curpin*
 Builder's Signature (there only) *James Curpin* 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. Sep 4th and Oct 5th 1896; July 31st, Aug 5th, 12th and 27th 1897*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where butted, mostly 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 faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of plating? *very few.*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracing of Midship section forwarded on the 27th May, and with the accompanying approved tracing of Longitudinal Section; the Secretary's letters dated as above have been complied with, so far as they apply, and the Rules in other respects adhered to.*
All pumps and watertight doors have been tested and found efficient, and the weather decks tested by flooding with a hose and found tight and satisfactory.
The material used in her construction and the workmanship are very good.

This vessel is practically a duplicate of the S.S. Kama-Kura Maru vide Belfast Report No. 4710, excepting that she has only 2 masts instead of 4, and the sections are a little longer.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop *60* ft., R.Q.D. or Break *—* ft., Bridge Dk. *111* ft., F'castle *54* 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). *2 Pls (Pl. - U Teak S.) 2 to 13. 8 deep framing, 3 Pl. Plate.*
 Official No. *—*; Signal Letters *—*
 How are the surfaces preserved from oxidation? Inside *Portland Cement & paint.* Outside *paint.*

PARTICULARS OF WATER BALLAST. - State whether the Double bottom is constructed on the cellular system *Yes*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	<i>135</i>	<i>335</i>	Fore peak tank.		<i>95</i>
Double bottom, forward.	<i>200</i>	<i>610</i>	After peak tank.		<i>45</i>
Double bottom, under Engines and Boilers.	<i>52.5</i>	<i>205</i>	Midship deep tank.	<i>27.5</i>	<i>480</i>
Double bottom, if under Engines only.		<i>1150</i>	Other tanks, if fitted.		
Double bottom, if under Boilers only.			(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. *412*
 Date *15. Sep. 97*
 Order for Ordinary Survey No. *—*
 Date *—*
 No. *144* in build-r's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought *Nov. 16, 23, 25, 30, Dec. 3, 9, 14, 17, 1896. Jan. 5, 12, 16, 20, 25*
 2nd. On the plating during the process of riveting *30; Feb. 2, 4, 6, 11, 15, 18, 22, 24, 26; Mar. 2, 6, 9, 11, 16, 20, 24, 30;*
 3rd. When the beams were in and fastened, and before the decks were laid *Apr. 2, 5, 8, 12, 15, 22, 30; May 3, 7, 11, 17, 18, 24, 31; June 2, 12, 15, 17, 18, 29;*
 4th. When the ship was complete, and before the plating was finally coated or cemented *July 2, 5, 19, 22, 24, 30; Aug 2, 6, 10, 11, 26, 30; Sep 1, 3, 9, 13, 24, 30;*
 5th. After the ship was launched and equipped *Oct. 1, 12, 13, 15, 19, 22, 29; Nov 4, 10, 16, Dec 10, 17, 18, 24, 31; Jan 20, 23, 24, Feb 6, 11, 15, 20, 24, 27, 28, 29; Apr 5, 13, 15, 19, 26, 29; May 3, 6, 9, 12, 15, 19, 22, 26, 30; 1897.* Total No. of Visits *107.*

The amount of Entry Fee *£ 5 : 0 : 0*
 Special Survey Fee *£ 66 : 16 : —*
 Travelling Expenses, if any *£ — : — : —*

Fees applied for, *18.*
 Received by me, *4. 6. 1898*
 I am of opinion this Vessel should be Classed *+ 100 A 1 2 Pls (Pl. - U Teak S.)*
 With, or without Freeboard, as condition of Class *without* and deep framing

Committee's Minute
 Character assigned *100 A 1 steel*
+ 2 masts, 98
also light
2 Pls (Pl. - U Teak S.)
+ deep framing.

TUES, 7 JUN, 1898
 James Curpin
 Surveyor to Lloyd's Register of British and Foreign Shipping