





PLATING.										RIVETING.										
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.					
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		RIVETS.		STRAPS.		IF LAPPED.		
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
FLAT PLATE KEEL	36	16	12	12	36	16	12	36	16	Double	6	1	4	Double	1	3 1/2	19	12	14	
GARBOARD OR A Strake	54	12	11	11	54	12	11	54	12	"	5 1/2	1/2	3 1/2	"	1/2	3 1/2	"	1/2	9	
B "	46	11	9	9	46	11	9	46	11	"	"	"	"	"	"	"	"	"	"	
C "	54	10	9	9	54	10	9	54	10	"	"	"	"	"	"	"	"	"	"	
D "	46	11	9	9	46	11	9	46	11	"	"	"	"	"	"	"	"	"	"	
E "	54	12	10	10	54	12	10	54	12	"	"	"	"	"	"	"	"	"	"	
F "	46	13	10	10	46	13	10	46	13	"	"	"	"	"	"	"	"	"	"	
G "	54	12	10	10	54	12	10	54	12	"	"	"	"	"	"	"	"	"	"	
H "	54	11	9	9	54	11	9	54	11	"	"	"	"	"	"	"	"	"	"	
J "	46	12	9	9	46	12	9	46	12	"	"	"	"	"	"	"	"	"	"	
K "	54	11	9	9	54	11	9	54	11	"	"	"	"	"	"	"	"	"	"	
L "	46	13	10	10	46	13	10	46	13	"	"	"	"	"	"	"	"	"	"	
M "	54	12	9	9	54	12	9	54	12	"	"	"	"	"	"	"	"	"	"	
N "	42	15	9	9	42	15	9	42	15	"	6	1	4	"	3 1/2	19	11	9	"	
O "	The base plates and the plates above and below the same are 3/16" thicker than the midship plating.																			
P "																				
Q "																				
DOUBLING of Flat Plate Keel	24	12	(half length)	24	12						Triple					1	3 1/2	19	16	
Length and thickness of Bilges																				
Length and thickness of Sheerstrakes																				
Length and thickness of Strake below																				
DECK SIDES	7	4			7	4			7	4	Single	2 1/2	3	Double	3	2 1/2	3	5	"	
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 process* from *Parkhead, Lanarkshire, Dalzell, Cochrane, Steel Co. of Scotland, Mossend, Clydeside, Clydesdale, Glasgow.*

**FRAMES** extend in one length from *the middle line to margin plate and thence to Gunwale.*

**REVERSED FRAMES** on floors and frames extend from *the middle line to margin plate and thence to spar + main deck alternately. All to spar deck in way of fore and aft hatchways. To spar deck every frame a butt after peak bulkhead and alternately to the deck. Double butts to spar from margin plate to margin plate.*

**MASTS, SPARS, &c.**

LOWER MASTS	Fore	Main	Mizen	Material.	Total Length	DIAMETER AND THICKNESS.		No. of Plates in round.	Angles.	RIVETING.
						Heel.	Head.			
Fore	44	20	16	Steel	44	20	16	2	Full	Single
Main	44	20	16	"	44	20	16	2	Full	Single
Mizen	44	20	16	"	44	20	16	2	Full	Single

Topmasts, Yards and Remainder of Spars *Wood.*

Rigging, Material and Size, Shrouds *Gal. St. Wire. 3/4".*

Sails, *one* Suit of Sails, and the following spare sails. *Stays Gal. St. Wire. 4". Making Black Kenton.*

**EQUIPMENT No. 35754 LETTER 20**

Number of Certificate.	Anchors.	WEIGHT OF ANCHORS.			TEST, PER CERTIFICATE.	WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.		Cwts.	qrs.	lbs.			
29882	1st Bower	50	2	14	42	15	1	50	0	0	W.R. Brown & Co. Ltd. 14/1/96. H. J. McPherson
29867	2nd "	44	2	14	40	14	3	50	0	0	" " " " 14/1/96. H. J. McPherson
29549	3rd "	45	3	0	39	14	1	44	2	0	" " " " 18/5/96. H. J. McPherson
14489	Collective weight	144	0	0	144	0	0	0	0	0	" " " " 18/5/96. H. J. McPherson
14489	Stream	12	0	9	12	0	0	0	0	0	H. J. McPherson 15/10/95
14490	Kedge	6	0	2	6	0	0	0	0	0	" " " " 15/10/95
14490	2nd Kedge	6	0	2	6	0	0	0	0	0	" " " " 15/10/95

**CHAIN CABLES.**

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.
				Supplied.	Per Rule.				
15528	155	2 1/2	10 1/2	14	2 1/2	14	2 1/2	H. J. McPherson	19/3/96
15486	90	1 1/2	15	14	1 1/2	14	1 1/2	"	14/9/96

**HAWSERS AND WARPS.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.		
								15528	155
15486	90	1 1/2	15	14	1 1/2	14	1 1/2	"	14/9/96

**Boats** 2 Life Boats and 2 others.

**Pumps** Number *one* Diameter of Barrel and Tail Pipe *Barrel 5". Tail Pipes 2 1/2".*

**Windlass** is *Iron (Clarke, Chapman & Co. patent) and Capstan Good.*

**Engine Room Skylights.** How constructed *Steel frame and riveted to bulkhead.*

**What arrangements for deadlights in bad weather? *Teak plates with bulls eyes fitted in the same.***

**Coal Bunker Openings.** How constructed *Teak plates with bulls eyes fitted in the same.*

**Number of Scuppers** and number and dimensions of *Freeing Ports, &c. One on each side fore, one on each side aft, one on each side midship.*

**Ceiling in Holds**, thickness and material *2 1/2" (white pine) Ceiling 'tween Decks, thickness and material 2 1/2" (white pine).*

**Cargo Hatchways.** How formed *Deep plates forming Coaming, Darling 30" above deck.*

**State size No. 1 Hatch (Forward)** *19' 9" x 13' 1 1/2". No. 2 Hatch 24' 9" x 15' 1 1/2". No. 3 Hatch 23' 11" x 13' 1 1/2". No. 4 Hatch 19' 10" x 13' 1 1/2".*

**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch *One web plate & three fore and afters to each of Nos. 1 & 4 Hatches and two web plates & three fore and afters to each of Nos. 2 & 3 Hatches.*

**Bulwarks**, height above deck and description *Height 4' 2". Steel.*

**The above is a correct description.**

Builder's Signature *W. J. House* Surveyor's Signature *W. J. House*

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

*M. 1895-23129/5, 9/1, 27 & 29 Nov. 1896-3 & 21/1, 20, 21 & 25 Feb. E. 14/1/96.*

**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 faying 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*

**General Remarks** (State quality of workmanship, &c.)

*This vessel has been built in accordance with the accompanying approved plans, as amended, and tracing of midship section forwarded on the 6th August, for the preparation of the Certificate of Class, and otherwise as required by the Rules. The quality of material and workmanship is good.*

*The pumps and watertight doors are in efficient working order, and the water-tightness of the weather deck has been tested by a hose with satisfactory results. (No gutterways) Doubling plates are fitted under the sounding pipes.*

*The frames and reversed frames in the double bottom, and the frames above the same between the half and three fourths length amidships in the straight parts, have been joggled in order to dispense with the lining pieces ordinarily fitted between the frames and the outer thicknesses of plating.*

*Three reports on forgings, and one on cast steel quadrant tiller, herewith.*

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Keel *66* ft., R.Q.D. or Break *66* ft., Bridge Dk. *66* ft., F'castle *36* ft. (in feet and tenths). When the Keel 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 (pl Stl) & deep framing.*

Official No. *106603*; 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.	
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,	50	18	3	Double bottom, forward,	11	5	6
Double bottom, under Engines and Boilers,	56	22	3	Double bottom, if under Engines only,			
Double bottom, if under Boilers only,	36	11		Double bottom, if under Boilers only,			

State whether the above have been tested as required by the Rules *Yes*

**Order for Special Survey No. 1770**

Date *10th May 1896*

**Order for Ordinary Survey No.**

Date *10th May 1896*

No. *381* in builder's yard

**1st.** On the several parts of the frame, when in place, and before the plating was wrought

**2nd.** On the plating during the process of riveting

**3rd.** When the beams were in and fastened, and before the decks were laid

**4th.** When the ship was complete, and before the plating was finally coated or cemented

**5th.** After the ship was launched and equipped

**Fees applied for,**

The amount of Entry Fee *£ 5 : 0 : 0*

Special Survey Fee *£ 110 : 17 : 6*

Travelling Expenses, if any *£ 0 : 0 : 0*

**I am of opinion this Vessel should be Classed** *100 A1 Steel, Spar dk.*

**Without** without Freeboard, as condition of Class

**Committee's Minute**

**Character assigned** *100 A1 Steel Spar dk.*

*1 Dk (Stl) + Spar dk. (pl. Stl. pl. Iron) & deep framing*

*W. J. House*

*FRI. AUG 14 1896*

*W. J. House*

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