



PLATING. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. STRAKES. AMIDSHIP. FORWARD. AFT. BREADTH. THICKNESS. LENGTH. 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.?

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case). 6/9/96 M. 18/9/96 M. 23/3/96 M. 30/4/96 M. and 3/7/96 E. MON 31 AUG 1896 Workmanship. Are the butts of plating planed or otherwise fitted? Planed, where practicable Is the riveted work properly closed? Yes. Do 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, generally. 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 the plating? Yes, 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 Rules and the approved drawings of which that of the Midship Section is now in the London office. The steel used in the hull has been tested as prescribed by the Rules & found to be of good quality. The workmanship is good. The hand pumps have been worked & found to be satisfactory. The weather decks flooded & found to be free from leakage. Iron plates are embedded in the cement under each sounding pipe. The watertight doors & sluice valves are in good working order. See Forging Reports of survey, attached. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32 ft., R.Q.D. or Break — ft., Bridge Dk. 57.5 ft., F'castle 3 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. 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 SK (SK. WS.). Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside by Portland Cement & paint. Outside by paint. PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system No. Single bottom. State whether the above have been tested as required by the Rules Yes. Order for Special Survey No. 1804 Date 14 March 1896 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. The amount of Entry Fee £ 17.5. 1896 Fees applied for, Special £ 4. Certificate £ 1. Received by me, Travelling Expenses, if any £ 1.9. 1896 I am of opinion this Vessel should be Classed 90A1 With or without Freeboard, as condition of Class 90A1 Steel + 2mc 8,96 15K (SK. WS.) Committee's Minute TUES 1 SEP 1896 Character assigned 90A1 Steel + 2mc 8,96 15K (SK. WS.) The above is a correct description. David S. Gunkel Surveyor's Signature The Phillips Surveyor to Lloyd's Register of British and Foreign Shipping.