

RIVETING.

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.	
	AMIDSHIP.		FORWARD.		AMIDSHIP.	Thickness.	Single or Double.		Rivets.	Spacing or to cr.	Rivets.		Spacing or to cr.	Rivets.	Spacing or to cr.	If Lapped.
	Breadth.	Thickness.	Breadth.	Thickness.			Breadth.	Thickness.			Breadth.	Thickness.				
FLAT PLATE KEEL	36	12	12	12	36	12	12	12	12	12	12	12	12	12	12	12
GARBOARD OF A Strake	36	12	12	12	36	12	12	12	12	12	12	12	12	12	12	12
B "	12	10	10	10	12	10	10	10	12	10	10	10	12	10	10	10
C "	12	10	10	10	12	10	10	10	12	10	10	10	12	10	10	10
D "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
E "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
F "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
G "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
H "	12	10	10	10	12	10	10	10	12	10	10	10	12	10	10	10
J "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
K "	12	10	10	10	12	10	10	10	12	10	10	10	12	10	10	10
L "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
M "	11	8	8	8	11	8	8	8	11	8	8	8	11	8	8	8
N "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
O "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
P "	13	10	10	10	13	10	10	10	13	10	10	10	13	10	10	10
DOUBLING OF Flat 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 Process, Laminated, Hall's, &c.
By Debrage, Blochmann, Mosses, Consett & Duffell.
Iron plate, Stockton, J. & Co.

FRAMES extend in one length from middle line to margin plate & from margin plate to Spar or Keelson plate. REVERSED FRAMES on floors and frames extend from margin plate to main & Spar or Keelson plate. All to upper deck in fore & after peaks.

MASTS, SPARS, &c.

LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	Angles.	Riveting.
			At Partners.	Heel.	Head.			
Fore	Steel	71.11	15 1/2 x 6 1/2	17 x 6 1/2	15 x 5 1/2	2	Single	Whole
Main	Steel	77	15 1/2 x 6 1/2	17 x 6 1/2	15 x 5 1/2	2	Single	Whole
Mizen	Steel	77	15 1/2 x 6 1/2	17 x 6 1/2	15 x 5 1/2	2	Single	Whole

Bowsprit. Topmasts, Yards and Remainder of Spars. Pine (Telescope Topmast). Rigging, Material and Size, Shrouds. Steel Wire Fore & Main 3/4". Sails. One. Suit of Dails. Stays. Steel Wire Fore & Main 3/4". Sails, and the following spare sails.

ANCHORS.

EQUIPMENT No.	Letter	Number of Certificate.	Anchors.	WEIGHT, lbs.		TEST, PER CERTIFICATE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
				Cwts.	qrs.	Cwts.	qrs.			
28544	1st Bower	44	0	38	12	2	0	Bygo Patent Reel Anchor	Bygo & Co	R.W.C.P. 1/1/95 J. Warren
28576	2nd "	46	1	40	0	2	14	do	do	do 23/2/95 do
28739	3rd "	40	2	36	2	2	0	do	do	do 23/2/95 do
3710	Stream	11	12	13	5	0	0	Common	do	do 20/9/95 S. Seadon
3711	Kedge	5	2	7	18	1	21	do	do	do 20/9/95 S. Seadon
	2nd Kedge									

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Tons 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 Towline.	Fathom Size Per Rule.
				Supplied.	Per Rule.									
2054	136	1 1/2	45	511	1.78	1.14	270 - 1 1/2	Steel	W. Wood & Co	20/2/95 S. Seadon	100	1 1/2	23	100 - 1 1/2
2055	136	1 1/2	45	511	1.78	1.14	270 - 1 1/2	do	do	do	90	1 1/2	22	90 - 1 1/2
	90	1 1/2	35				90 - 1 1/2	do	do	do	180	1 1/2	16	180 - 1 1/2

HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Tons 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 Towline.	Fathom Size Per Rule.
				Supplied.	Per Rule.									
2054	136	1 1/2	45	511	1.78	1.14	270 - 1 1/2	Steel	W. Wood & Co	20/2/95 S. Seadon	100	1 1/2	23	100 - 1 1/2
2055	136	1 1/2	45	511	1.78	1.14	270 - 1 1/2	do	do	do	90	1 1/2	22	90 - 1 1/2
	90	1 1/2	35				90 - 1 1/2	do	do	do	180	1 1/2	16	180 - 1 1/2

Boats. 4 Boats (2 Lifeboats & 2 others). Diameter of Barrel and Tail Pipe 4 1/2". Barrel 2 1/2" tail pipe 1 1/2".

Pumps, Number 6 in hull & one in peak. Capstan 1.

Windlass is. Blake Chapman & Co. do.

Engine Room Skylights. How constructed? Steel on steel casings. How are lids secured? Battens.

Coal Bunker Openings. How constructed? Plated & angled. How are lids secured? Battens.

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 6 Scuppers & 6 Freeing Ports. Ceiling 'tween Decks, thickness and material. 2 1/2" W. Pine.

Cargo Hatchways. How formed? Plated & angled. No. 1 Hatch (Forward) 20' x 14' x 18". No. 2 Hatch 25' x 16' x 18". No. 3 Hatch 20' x 14' x 18". No. 4 Hatch 22' x 14' x 18".

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. The web plates in No. 1 & 2, & 2 webs in No. 3 & 4 Hatchways.

Bulwarks, height above deck and description. Open rails success for 97 ft. amidships. Main Rail, material and size.

The above is a correct description. Surveyor's Signature. Thomas Warren. Surveyor to Lloyd's Register of British & Foreign Shipping.

Builder's Signature (here only). In Barclay, Currie & Co. Ltd. R. S. Macdonald, Director.

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

14/95 M. 27/11/95 M.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & fitted.

Is the riveted work properly closed? Yes.

Are the liners between the frames and plates solid single pieces? Yes.

to plate, &c., conform well to each other? Yes.

from the faying surfaces? Yes.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

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

The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letters referred to, and in general conformity with the requirements of the Rules for the class contemplated.

The floor plates are flanged to the shell plating in way of the Engine & Boiler space and to the tank top plating in way of the hold.

The hatch beams are of extra strength with an angle fitted on the upper & lower edge, and with extra large bracket knee plates as required.

The hand pumps & watertight doors have been tested & found to work satisfactorily. This vessel is fitted with an installation of Electric Light.

This is a sister vessel to the S.S. Dominic & S.S. Dunstan & reports.

No. 14052 & 14206.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break — ft., Bridge Dk. — ft., F' castle — 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). The deck (Steel) & Spar dk (iron) & deep framing.

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. Cell side stem.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft, (ft. under Eng. room)	125	252	Fore peak tank,		
Double bottom, forward,	137 1/2	346	After peak tank,		40
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only, (part No. 3 tank)			Other tanks, if fitted,		
Double bottom, if under Boilers only, Cell double bottom not a tank			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. 4/90

Order for Special Survey No. 2851	Date	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.	Total No. of Visits.
1895	June 6, 10, 12, 17, 26, July 4, 9, 25, 31, Aug 5, 9, 12		15, 20, 23, 27, Sept 3, 4, 6, 12, 18, 20, 25, 30, Oct 2, 7, 11, 16, 18, 23	28, 30, Nov 4, 6, 11, 13, 15, 18, 20, 22, 26, Dec 2, 4, 9, 18, 27, 1896 Jan 9	7, 9, 13, 15, 17, 20, 22, 24, 27, 29, Feb 3, 5, 7, 10, 13, 18, 21, 25, 27	28, March 5, 11, 16.	69.

The amount of Entry Fee £ 5 : : : 16/3 18/6
 Special Survey Fee £ 4 : : : 14/3 18/6
 Travelling Expenses, if any £ : : : 14/3 18/6

In of opinion this Vessel should be Classed *100A.1. Steel, Spar dk. ✓ Thomas Warren
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

FRI. MAR 20 1896

2 A & C P
 + 2 MC 3, 96
 Gles. light

100A.1 Steel
 Spar dk.

15k (ell) + Spar dk. (iron)
 + deep framing

Hull Certificate.
 Written.