

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED		EDGES.		BUTTS.	
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	RIVETS.	DOUBLE or TRIPLE or for what Length.
FLAT PLATE KEEL (If Bar Keel, state Riveting)	48	12	12	12	48	12	Double	6	1 1/2	Dead
GARBOARD OR A STRAKE	60	12	12	12	60	12	"	6	1 1/2	Dead
State actual thickness in way of Double Bottom.	B	64	12	12	64	12	"	"	"	"
C	60	12	12	12	60	12	"	"	"	"
D	60	12	12	12	60	12	"	"	"	"
E	60	12	12	12	60	12	"	"	"	"
F	60	12	12	12	60	12	"	"	"	"
G	60	12	12	12	60	12	"	"	"	"
H	60	12	12	12	60	12	"	"	"	"
Main Sheer	42	13	9	9	42	13	"	"	"	"
K	40	13	9	9	40	13	Single	3	"	Dead
L	40	13	9	9	40	13	"	"	"	"
M	Boss and hood and plates as per Rules									
N										
O										
P										
Q										
DOUBLING of Flat Plate Keel										
Length and thickness of Bilge	25 feet x 1 1/2 at fore end, and 23 feet x 1 1/2 at after end of Bridge									
Length and thickness of Sheerstrakes										
Length and thickness of Strake below										
POOP SIDES	448									
BRIDGE SIDES	448									
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. *James Martin Steel*

Spar or Awning Butts, triple riveted for *3/4* length amidship.

Stringer Plate Butts, single, double or overlapped for *full* length amidship.

Main Stringer Butts, triple riveted for *3/4* length amidship.

Plate Butts, single, double or overlapped for *full* length amidship.

Butts of Bilge & Side Stringers and Tie Plates, triple or double riveted.

Inner Bottom Plating, riveting of Edges *Double* Butts *Double*

Centre Girder Butts, *Double* Keelson Butts, *Double* riveted.

Frames, riveted through Plates with *1/2* in. Rivets, about *5* apart.

Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *center line* Main deck, Spar deck, Fore & Aft as per plans

REVERSED FRAMES on floors and frames extend from *bulb angle frames* Reverse bars as per appd. plans

MASTS, SPARS, &c.

LOWER MASTS....	Fore	Main	Mizen	DIAMETER AND THICKNESS		No. of Plates in round		ANVILS		RIVETING	
				Material	Total Length	Head	Heads	Number	Size	Seams	Butts
Fore	Steel	63.6 x 20 x 120	20 x 120	15	2	1	1	Single	Double		
Main	Steel	63.6 x 20 x 120	20 x 120	15	2	1	1	Single	Double		
Mizen	Wood										

Downspit *off*

Topmasts, *Remainder of Spars* *off*

Rigging, Material and Size, Shrouds *3" steel wire, fore & main, 2 1/2" Mizen* Stays *3 1/2" and 2 1/2" steel wire*

Sails, *Wood* Suit of *one* Sails, and the following spare sails *—*

EQUIPMENT No. *30855* LETTER *U* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
51491	1st Bower	44	1	4	11	2	1	28	15	0	21	36	2	0	Rodgers	10/10/04
51492	2nd "	43	2	2	11	2	2	28	8	5	0	36	2	0	"	9/15/04
51493	3rd "	38	1	0	9	2	8	24	13	0	14	31	0	0	"	10/15/04
	Collective weight	125	0	26				104	0	0					"	(sgd) Green
51616	Stream	11	1	0	3	0	4	13	2	2	0	11	1	0	"	11/15/04
51617	Kedge	5	2	2	1	2	7	8	0	2	14	5	2	0	"	(sgd) Green
	2nd Kedge														"	

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.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Twisting.	Fathoms and Size Per Rule.
			Tons.	Supplied.	For Rule.	For Rule.									
36394	155	1 1/2	15	6 1/2	29	13	25	29	48	10/10/04	Steel	12	10	4	100 x 4
36114	155	1 1/2	16	6 1/2	28	14	25	29	48	10/10/04	Steel	12	10	4	100 x 4
240	240	2 1/2	21	12	44	14	100	7 1/2	48	10/10/04	Steel	12	10	4	100 x 4

Iron Steam Chain or Steel Wire ...

Boats *4 and 4*

Pumps, Number *as per approved plans* Diameter of Barrel and Tail Pipe *as per plans*

Windlass is *Steam Patent* Capstan *—*

Engine Room Skylights.—How constructed? *Steel casings and top*

What arrangements for deadlights in bad weather? *Strong glass bullseyes &c*

Coal Bunker Openings.—How constructed? *Steel casings* How are lids secured? *Patented* Height above deck? *18"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *8 scuppers; 3 ports 30" x 21" 9" bulwarks part open*

Ceiling in Holds, thickness and material *2 1/2" pine in fore hold, Ceiling 'tween Decks, thickness and material 2" pine*

Cargo Hatchways.—How formed? *2" channel iron, Steel Corros, &c* Hatches, If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *10' 0" x 8' 0"* No. 2 Hatch *10' 0" x 8' 0"* No. 3 Hatch *10' 0" x 8' 0"* No. 4 Hatch *10' 0" x 8' 0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *the hoods fore & after in No. 1, Hatch*

No. of Breasthooks *5* No. of Crutches *5*

Bulwarks, height above deck and description *3' 9" steel* Main rail, material and size *3" x 3" steel*

The above is a correct description.

Builder's Signature (here only) *James M. Neil & Co.*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *18/3/03*
8/4/03; 20/4/03; 23/4/03; 29/4/03; 28/5/03; 8/6/03; 5/8/03; 11/9/03; 21/4/04

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 laying surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *a very few*

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

General Remarks (State quality of workmanship, &c.) *This Steel Plate Steamer has been constructed in accordance with the approved amended Midship section, forwarded to London on the 3rd instant and plans attached, the Registrar's letters and in other respects with the Rules to Class 100A.1 steel plate deck, carrying Petroleum in bulk, and the materials and workmanship throughout are good.*

The oil tanks, Copper pans, Ballast tanks, and six fuel burning have been tested by water pressure as required by the Rules and found efficient. The pumps, three valves &c. have been examined and found in good working order.

This steamer is a sister vessel to the S.S. "Singer" Newcastle report No. 4425.

The Surveyor should state the Number of Report and Name of any Sister Vessel *as above*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *29* ft., R.Q.D. or Break *—* ft., Bridge Dk *24* ft., F'castle *35* 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) *1st (Steel) & Spar (Steel) & Web frames*

Official No. *✓* Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *Mineral Paint* Outside *Paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	✓	✓	Fore peak tank.	21	140
Double bottom, forward.	✓	✓	After peak tank.	8	20
Double bottom, under Engines and Boilers.	✓	✓	Midship deep tank.	✓	✓
Double bottom, if under Engines only.	✓	✓	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. *3510*

Date *23/9/03*

Order for Ordinary Survey No. *—*

Date *—*

No. *49* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought. *1903 Oct. 2. 1903 Oct. 2. 1903 Oct. 2. 1903 Oct. 2. 1903 Oct. 2.*

2nd. On the plating during the process of riveting. *1904 Jan. 6. 7. 12. 20. 27. 28. Feb. 3. 10. 15. 7. 1903 Oct. 2. 1904 Jan. 6.*

3rd. When the beams were in and fastened, and before the decks were laid. *2. 20. 22. 25. 26. 29. 30. 31. Apr. 6. 7. 12. 20. 27. 28. May 6. 9. 10. 25. 26. 27. 31.*

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 *61*

The amount of Entry Fee *5*

Special Survey Fee *97*

Travelling Expenses, if any *—*

Fees applied for, *18*

Received by me, *18*

Each of opinion this Vessel should be Classed *100A.1 Steel Spar deck*

With, or without Freeboard, as condition of Class *Without carrying Petroleum in bulk*

Committee's Minute *100A.1 Steel Spar deck*

Character assigned *as per plans*

Signature of Surveyor *James M. Neil & Co.*

Signature of Lloyd's Register of British and Foreign Shipping *James M. Neil & Co.*