



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		Breadth.	Thickness.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	STRAPS.	IF LAPPED.	Breadth.	Thickness.	Breadth.	For what Length.	Feet.	
	Inches.	Thickness.	Inches.	Thickness.															
FLAT PLATE KEEL.....	36	16	12	12	36	16	Double	6	1	4	3 1/2	19							
GARBOARD OF A Strake...	45	12	11	11	45	12	"	6-5 1/2	1-3/8	4-3/8	3 1/2	3/8							
State actual thickness in way of Double Bottom.	B	54	10	8-12	8	54	10	"	5 1/4	3/8	3 1/2								
C	45	10	8-12	8-11	45	10	"	"	"	"	"								
D	54	11	9-13	9	54	11	"	"	"	"	"								
E	50	11	9-13	9	50	11	"	"	"	"	"								
F	54	10	8-12	8	54	10	"	"	"	"	"								
G	45	10	8-12	8	45	10	"	"	"	"	"								
H	53	12	8	8	53	12	"	5 1/2	1-3/8	4	3 1/2								
Churstrake	42	16	10	10	42	16	"	6	1	4	3 1/2								
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING OF Flat Plate Keel	Six strakes of shell plating have been increased in thickness at the fore and as above, as a protection from damage by ice. Intermediate frames have also been fitted in the fore peak for the same purpose.																		
Length and thickness of Sheerstrakes.	The Main Sheerstrake has been increased 3/8" and the strake below 2/8" for 28 1/2 length in line of doubling the churstrake for 3 1/2 length amidships. Main Sheerstrake doubled 18 feet at break of Bridge																		
POOP SIDES	7																		
RAISED QUARTER DECK SIDES	9 Doubled 18 feet at Break																		
BRIDGE SIDES	7																		
FORECASTLE SIDES	7																		
LENGTHS OF PLATING	9 frame spaces.																		

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. *All steel by Dorman's Martin process.*  
*Stockton Malleable & Co. Connitt*  
*Blackburn, Lancashire & Co. J. Hill & Co.*

Has the Steel been tested as required by the Rules. *Yes*

FRAMES extend in one length from Keel to Tankside and from Tankside to Gunwale.  
 REVERSED FRAMES on floors and frames extend from Centre to Tankside and from Tankside to Main and Raised Quarter Decks and lower decks alternately

MASTS, SPARS, &c.									
LOWER MASTS...	Fore	Main	Mizen	Material.	Total length.	DIAMETER AND THICKNESS.			
						At Partners.	Heel.	Hounds.	Head.
				Steel	61-9	16 x 6/16	13 x 6/16	12 x 6/16	12 x 6/16
				"	54-11	16 x 6/16	14 x 6/16	13 x 6/16	12 x 6/16
Bowsprit									
Topmasts, Yards and Remainder of Spars.	Pine, pitch pine								
Rigging, Material and Size, Shrouds	Galv. iron wire 3/4								
Sails, One complete	Suit of								
	Sails and the following spare sails								

EQUIPMENT No. 19466 LETTER B. TONNAGE FOR TRAWLERS U.K. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	Cwts.	qrs.	Tons.	Cwts.	Cwts.	qrs.			
30005	1st Bower	32	1	14	0	30	5	0	14	Byers Releaman	W. H. Byers & Co. R. W. C. 12.8.96. Welford	
30005	2nd "	32	0	0	0	30	2	2	0	"	"	
30193	3rd "	27	2	0	0	26	15	0	0	"	"	
	Collective weight	91	3	14	0							
14756	Stream	8	2	0	2	10	12	2	0	Common	J. Abbott & Co. L. H. Bow Walker 23.4.96. Tinsdale	
14721	Kedge	4	2	7	1	7	0	0	0	"	"	

CHAINS AND CABLES. HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Table 22.
				Tons.	Supplied.									
12238	240	1 5/8	66 5/16	32.1	20319.1.17	240 x 1 5/8	Steel	J. Abbott & Co.	R. W. C. 4.11.96. Welford	TOWLINE	90	3 1/2	22	90 x 3 1/2
Steel wire	75	3/4	29			75 x 3/4	Steel	J. Abbott & Co.	L. H. Bow Walker 23.4.96. Tinsdale	HAWSER	120	2	12 1/2	90 x 2 1/2
Iron Stream Chain or Steel Wire	60	1	27	32.3	3		Steel	J. Abbott & Co.	L. H. Bow Walker 23.4.96. Tinsdale	WARPS	90	6		90 x 6

Boats Two Lifeboats and one other  
 Pumps, Number Five deck pumps. (Tested) Diameter of Barrel 5 State whether they are in efficient working order. *Yes*  
 Windlass is Iron Capstan

Engine Room Skylights.—How constructed? *Of Steel*  
 What arrangements for deadlights in bad weather? *Strong Seak shutters and bullseyes.*  
 Coal Bunker Openings.—How constructed? *Plates and angles* How are lids secured? *Patented down* Height above deck? *18"*  
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Scuppers, 5 freeing ports 30 x 18. (on each side)*  
 Ceiling in Holds, thickness and material *2 1/2" pine* Ceiling 'tween Decks, thickness and material *Iron bars 2 1/2 x 2 1/2"*  
 Cargo Hatchways.—How formed? *Plates and angles* Hatches.—If strong and efficient? *Yes* 2 solid  
 State size No. 1 Hatch (Forward) *16-0 x 14-0* No. 2 Hatch *24-0 x 14-0* No. 3 Hatch *22-0 x 14-0* No. 4 Hatch *24-0 x 14-0*  
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1, one beam, No. 2, two web plates, No. 3 and 4, two web plates.*  
 Bulwarks, height above deck and description *4-0". Steel 1 5/8"* No. of Breasthooks *Jim* No. of Crutches *2 x dup floors*  
 The above is a correct description. *R. Capstan* Surveyor's Signature *Allison B. Wilson*  
 Builder's Signature (here only.) *R. Capstan* 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 the case) *10th April*  
*16th October 1896 (M.) 20th May 1896 S. 5th, 9th, 13th, 16th & 22nd Nov. 1896 (M.)*  
 Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*  
 Is the riveted work properly closed? *Yes* Do the holes for riveting plate to frames, butt straps, or plate  
 Are the lines between the frames and plates solid single pieces? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched  
 to plate, &c., conform well to each other? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few through butts only.*  
 from the faying surfaces? *Yes*  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes* State results of tests *Good.*  
 Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes* State results of tests *Good.*  
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*  
 General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules and the plans approved by the Committee. The whole of the material used in the hull is of good malleable quality and the workmanship has been well executed throughout.*  
*Six strakes of shell plating have been increased 3/8" in thickness at the fore end and intermediate frames have been fitted throughout the length of the fore peak as a protection against ice.*  
 List of plans &c. accompanying this report viz., Plans of Midship Section, Profile, Pumping arrangements, Report on Ships forgings.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *44-0* ft., R.Q.D. or Break *94-0* ft., Bridge Dk. *15-0* ft., F'castle *5-2 1/2* 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 *The Bridge and raised quarter decks are joined*

Where fitted.		Length.		Water Capacity.		Where fitted.		Length.		Water Capacity.	
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,						Fore peak tank,				22	
Double bottom, under Engines and Boilers	100	159				After peak tank,				25	
Double bottom, if under Engines only,						Midship deep tank,					
Double bottom, if under Boilers only,						Other tanks, if fitted,					
Double bottom, forward,	94	144				(If necessary, furnish further information by sketch.)					

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules *Tested as per Rules*

Order for Special Survey No. <i>222</i>	1896 Mar 24-26-30 April 29-14-19-30 May 6-8-13-22-24 June 25-11-16-18-22-23-24-29
Date <i>29.5.96</i>	July 9-8-9-10-11-13-15-16-21-22-23-24-29 Aug 1-5-10-12-14-18-24-26-28 Sep 1-4-9-14-16-18-22-24-25
No. <i>126</i> in builder's yard	25 Oct 2-8-12-19-22-24-29 Nov 3-4-10-13-16-14-18-23
	Total No. of Visits <i>40</i>

The amount of Entry Fee £ *4* : : : Fees applied for, *25-11-1896*  
 Special £ *62* : : : Received by me, *R. W. C.*  
 Certificate £ : : :  
 Travelling Expenses, if any £ : : :  
 State whether the Vessel has been built under Special Survey *Yes*  
 I am of opinion this Vessel should be Classed *100A1, Steel*  
 With, or without Freeboard, as condition of Class

Committee's Minute *FRI 27 NOV 1896*  
 Character assigned *100A1 Steel*  
*+ a + cp*  
*+ 2 mc 11.96*  
*10k (ps. inn. + ps. pl.) 2 h B*  
*Well dk*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.