





BULKHEADS.				No. in Vessel	No. Req'd. by Rule
Thickness	Angles	Spacing	Height up		
W. T. BULKHEADS	546	30	all to main deck	double	
PARTITIONS	✓	✓	✓	✓	✓
LONGITUDINAL	✓	✓	✓	✓	✓

Coiling betwixt Decks, thickness and material  
 " in hold do. do. 2 1/2 in.  
 Number of Breasthooks 4  
 Crutches 3  
 The FRAMES extend in one length from middle line to gunwale  
 The REVERSED ANGLE on floors and frames extend from middle line to bilge stringer and gunwale

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.  
 Carboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1/2 in. diameter, averaging 3/4 in. from centre to centre.  
 Edges of Carboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3/4 in. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 1/2 length; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 Butts of " " " overlapped for whole length, treble riveted for 1/2 length; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 Butts of " " " overlapped for whole length, treble riveted for 1/2 length; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 1/2 length; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 " " " overlapped for whole length, treble riveted for 1/2 length; with rivets 3/4 in. dia., averaging 3/4 in. from cr. to cr.  
 Edges of Main Sheerstrake, double riveted.  
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.  
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.  
 Butts of Inner Bottom Plating, double riveted for 1/2 length amidships.  
 Breadth of edge laps of Shell Plating in double riveting 4 1/2 in.  
 Breadth of edge laps of Shell Plating in single riveting 3 1/2 in.  
 Butt Straps of Shell Plating, breadth and thickness 1/2 in.  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted.  
 Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?  
 Workmanship. Are the butts of plating planed or otherwise fitted?  
 Is the riveted work properly closed?  
 Are the liners between the frames and plates solid single pieces?  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces?  
 Are the butts of plating, Stringers, &c., properly shifted and staggered?

MASTS, SPARS, &c.				MASTS, SPARS, &c.			
Material.	Total length.	At Partners.	Heel.	Head.	No. of Plates in round.	Number.	Size.
Fore Mast	51-20	13	11	11	1	1	11
Main Mast	50-20	13	11	11	1	1	11
Mizen Mast							

ANCHORS.				ANCHORS.			
Number of Certificate.	Weight, Ex Stock.	Weight of Stock.	Test, per Certificate.	Weight, Reg. R. & B.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
10552 1st Bower	12 0 26 2 3 20	14 1 3 0	10 0 0	10 0 0	Swivel	Henry Wood & Co.	3-12-90
10553 2nd "	12 0 6 3 0 0	16 18 2 0	10 0 0	10 0 0	Swivel	Henry Wood & Co.	3-12-90
10554 3rd "	8 2 10 2 0 22	10 14 2 0	8 0 0	8 0 0	Swivel	Henry Wood & Co.	3-12-90
10550 Stream	3 3 12 1 0 10	6 5 0 0	3 0 0	3 0 0	Swivel	Henry Wood & Co.	3-12-90
10551 Kedg	1 3 20 2 0 7	8 2 0 0	1 0 0	1 0 0	Swivel	Henry Wood & Co.	3-12-90
10552 2nd Kedg	1 0 6 1 0 6	1 0 6 1 0 6	0 0 0	0 0 0	Swivel	Henry Wood & Co.	3-12-90

CHAIN CABLES.				CHAIN CABLES.			
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.
5258 105	12	3/4	34-2-0	62-1-10	195-1-10	Swivel	Henry Wood & Co.
5259 90	12	3/4	22-1-0	57-2-10	195-1-10	Swivel	Henry Wood & Co.
60 22	12	3/4	15-0-0	60-3-3/4	195-1-10	Swivel	Henry Wood & Co.

Boats One life boat 19-0 x 5-9 x 2-5 + one ditto 15-0 x 5-3 x 2-1  
 Pumps, Number Three in number  
 The Windlass is Clark Chapman's hand & can be worked by hand or steam  
 Engine Room Skylights—How constructed? Iron with steel plate shutters.  
 What arrangements for deadlights in bad weather? Solid bulls eye lights.  
 Coal Bunker Openings—How constructed? Iron with steel plate shutters.  
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. Two freeing ports 12 x 24 + one 2-6 x 2-0 in hull and two freeing ports 15 x 15 aft.  
 Cargo Hatchways—How formed? By 2" iron plates 48" above deck.  
 State size No. 1 Hatch (Forward) 29-6 x 12-0 No. 2 Hatch 24-6 x 12-0 No. 3 Hatch 24-6 x 12-0 No. 4 Hatch 24-6 x 12-0  
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 3 deep web frames in fore hatch and two in after hatch.  
 Bulwarks, height above deck and description 48" Main Rail, material and size 5 x 3 x 1/2" built angle iron.  
 The above is a correct description.  
 Builder's Signature (here only) James Maxton  
 Surveyor's Signature James Maxton  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 275				Order for Ordinary Survey No. 46			
Date	Place	Builder's Yard	Builder's Name	Date	Place	Builder's Yard	Builder's Name
1890	March 1890	in builder's yard	James Maxton	1890	March 1890	in builder's yard	James Maxton

General Remarks (State quality of workmanship, &c.)  
 This steamer has been constructed in accordance with the approved plans viz Midship Section (sent to London) Section under R.D. and profiles enclosed the Secretary's letters of above dates; in accordance with, equal to or in excess of the Rules for Steel steamers, and to the satisfaction of the undersigned.  
 The steel used has been tested as required and endorsed invoices examined.  
 The whole of the materials used and the workmanship throughout are good and satisfactory.  
 Iron has been substituted for steel in parts of C.B.R. and a few minor amendments made all of which are recorded on the plans.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19 ft., R.Q.D. or Break 80.5 ft., Bridge Dk. 50.3 ft., F'castle 24.5 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) One deck steel & iron WELL DECK  
 Official No. 96274; Signal Letters ?

PARTICULARS OF WATER BALLAST—  
 Double bottom, aft, length 19 ft. and water capacity in tons 15  
 Double bottom, under engines and boilers, length 80 ft. and water capacity in tons 81  
 Double bottom, constructed on the cellular system, length 80 ft. after half length and water capacity in tons 81  
 Fore peak tank, water capacity in tons 15 After peak tank, water capacity in tons 10  
 Midship deep tank, length 19 ft. and water capacity in tons 15 Other tanks, if fitted, length 10 and water capacity in tons 10  
 The above have all been tested as required by the Rules.  
 (If necessary, furnish further information by sketch.)  
 How are the surfaces preserved from oxidation? Inside P<sup>d</sup> Cement to upper bilge from head Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 14th Sept - 90  
 In Summer 11 ft. 9 1/2 ins.  
 In Winter 11 ft. 11 ins.  
 For Winter in North Atlantic 11 ft. 11 ins.  
 Fresh Water above the centre of disc 3 ins.  
 The amount of Entry Fee £20 : 19 : 4/3 1890  
 Special £20 : 19 : 4/3 1890  
 Certificate £20 : 19 : 4/3 1890  
 Travelling Expenses, if any £20 : 19 : 4/3 1890  
 I am of opinion this Vessel should be Classed 100A1 Steel 1 Deck (st. & sm.) Wall Deck  
 Com. with record of L.A. and C.P.  
 THURS. 26 MAR 1891  
 TUE. 10 OCT. 1916

Committee's Minute  
 Character assigned 100A1 Steel  
 LA 100A1 Steel 1 Deck (st. & sm.) Wall Deck  
 + 2 Mc 2, 91  
 This submitted that this vessel should be classed 100A1 (Steel) as recommended by the Committee.  
 Call D.B. also P.P.T. & A.P.T. (as above)  
 Well St.  
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