

Office,  
MON. 1 JUN 1891

State clearly where plating is of alternate thicknesses and where thickness is diminished from diminished thickness at end of vessel.



Ceiling ~~thick~~ 3 Spruce thickness and material

in hold do. do.

Number of Breasthooks Two

Crutches One deep floor

BULKHEADS.		No. in Vessel	No. Req'd. by Rule
Thickness.	Angles.	Spacing.	Height up.
W. T. BULKHEADS	Vrtcl. $3 \times 3 \frac{1}{2}$	30"	To main deck
	Hrztcl. $3 \times 3 \frac{1}{2}$	48"	Double
PARTITION....	Vrtcl.		
	Hrztcl.		
LONGITUDINAL.	Vrtcl.		

The FRAMES extend in one length from middle line to gunwale  
The REVERSED ANGLE on floors and frames extend from Bridge Traverse and Gunwale alternately

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.  
Garboard, double riveted to Bar Keel with rivets 1 in. diameter, averaging 5 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
Butts from Keel to turn of Bilge, worked clench, double riveted; treble for half length; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
" " " overlapped for whole length, treble riveted with Butts single riveted; with rivets 1 in. dia., averaging 2 ins. from centre to centre.  
Butts of two Strakes at Bilge for half length, treble riveted with Butts single riveted; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
Butts from two Strakes to Sheerstrake, worked clench, double riveted; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
" " " overlapped for whole length, treble riveted for half length; with rivets 1 in. dia., averaging 2 ins. from cr. to cr.  
Edges of Sheerstrake, double single riveted. Butts of Sheerstrake, treble riveted for half length amidships.  
Butts of Main Stringer Plate, treble riveted for half length. Butts of Centre Girder single riveted.  
Butts of Inner Bottom Plating double riveted for whole length. Breadth of edge laps of Shell Plating in single riveting 8 1/2 ins.  
Breadth of edge laps of Shell Plating in double riveting 16 1/2 ins. Butts, if lapped, breadth of laps 8 1/2 ins.  
Butt Straps of Shell Plating breadth and thickness 16 1/2 x 3/4 x 1/2 in. Butts, if lapped, breadth of laps 8 1/2 ins.  
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & double  
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Shell Plating, Barrow Haemite; Iron deck plating, Hill; Steel angles, Trossard; Iron angles, Dalgell, Kirk & Co.; Bulbs, Dalgell & Co.;

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  
Do any rivets break into or through the seams or butts of the plating? very few  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.		MASTS, SPARS, &c.	
Material.	Total Length	At Partners.	Head.
Fore .....	Steel 41.3	16.0	11"
Main .....	Do 67.6	16.0	11"
Mizen .....	Do		

Bowsprit None  
Topmasts, Yards and Remainder of Spars None  
Rigging, Material and Size, Shrouds 3 steel wire  
Sails. One complete Suit of Fore & Aft. Stays 8 x 2 1/2 steel wire  
Sails, and the following spare sails

EQUIPMENT No. 9423 LETTER 6		ANCHORS.	
Number of Certificate.	Weight, Ex. Stock.	Test, per Certificate.	Weight, Ex. Stock.
10680 1st Bower	10 0 12 2 1 30	13 2 0 0	10 0 0
10681 2nd "	9 3 14 2 1 6	11 14 3 7	9 3 0
10682 3rd "	8 3 12 2 0 12	10 19 3 0	8 3 0
Collective weight	28 3 10		
10683 Stream	3 3 14 1 0 8	6 5 1 7	3 3 0
10684 Kedge	1 3 16 2 4 4	7 2 0	1 3 0
2nd Kedge	3 0 1 0		

CHAIN CABLES.		CHAIN CABLES.	
Number of Certificate.	Fathoms.	Size.	Test, per Certificate.
5368 90	15	2 2 0 6 1 14	19 5 7 1 3
5369 105	15	2 2 0 6 1 22	
Iron Stream Chain or Steel Wire	60	2 1/4 1 5 3	60 of 2 1/4

Boats Two life boats  
Pumps, Number Two  
The Windlass is Clarke's Patent Steam Capstan  
Engine Room Skylights—How constructed? Plates and angles  
What arrangements for deadlights in bad weather? Slide tops with bullseyes  
Coal Bunker Openings—How constructed? Plates & angles  
Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers 2 each side forward & 3 aft  
Freeing ports each side for 2 1/2 x 1 1/2; aft 3 each side 1 1/2 x 1 1/2  
Cargo Hatchways—How formed? Plates & angles  
State size No. 1 Hatch (Forward) 4 0 x 9 0 No. 2 Hatch 2 1 x 1 1/2  
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 2 web plates & 3 fore & afters  
Latches, one fore & aft to No. 1 Hatch  
Bulwarks, height above deck and description 5 0 x 1/2 steel plate  
Main Rail, material and size 6 x 3 1/2 butt

The above is a correct description.  
Builder's Signature, Marshall & Maclellan Surveyor's Signature, W. M. Davey  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 301  
Date Nov. 1890  
Order for Ordinary Survey No. 16  
Date 16  
in builder's yard

State dates and initials of letters respecting this case Sep 27, 1890 M  
General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the accompanying Plans & Longitudinal plans, the Secretary of the above mentioned date; the conditions of the Society's Rules have been complied with, the shell plating is of steel to iron scantlings. The materials used in construction, the workmanship throughout are good & satisfactory.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.—Length of Poop 19 5 ft., R.Q.D. or Break 19 5 ft., Bridge Dk. 38 5 ft., F'castle 19 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 It R.Q.D.  
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) 10 (iron) 1 & B.  
Official No. 93422; Signal Letters

PARTICULARS OF WATER BALLAST.—  
Double bottom, aft, length 28 6 and water capacity in tons 61  
Double bottom, under engines and boilers, length 28 6 and water capacity in tons 61  
Double bottom, constructed on the cellular system, length 30 and water capacity in tons 30  
Fore peak tank, water capacity in tons 19  
Midship deep tank, length 19 and water capacity in tons 19  
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 Cement & Paint Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated May 22 1891  
State if marked on Vessel's sides in accordance with Notice No. 672 Yes  
The amount of Entry Fee..... £ 2 0 0 is received by me, W. M. Davey  
Special ... £ 19 17  
Certificate\* & Gratia: 17/11  
Travelling Expenses, if any £ 4 6 P. 34/11 4/11 17/11  
I am of opinion this Vessel should be Classed 100A1  
One deck iron, shell steel, beams, frames & floors, iron

Committee's Minute  
Character assigned 100A1  
L. A. H. S. Steel plating iron framing.  
Eng. & machy 100A1 (iron)  
W. M. Davey Surveyor to Lloyd's Register of British and Foreign Shipping.

This submitted that this vessel affords shelter to the classed: 100A1  
"Subsisting from framing" as recommended  
1 1/2 (Iron)  
all D.B., also F.P.T. & A.P.T. (as per above particulars)  
W. M. Davey