

3 Decks.

IRON OR STEEL STEAMER.

(Received at London Office)

State of Report is also sent on the Machinery of the Vessel *Yps*
Date of completion of report *May 7th 1892* Port of *Belfast*
No. *4094* Survey held at *Belfast* Date, First Survey *June 26th 91* Last Survey *May 7th 1892*
On the *"Mohawk"* Rig *4 masted schooner*
TONNAGE under *3832.03* THREE DECKED VESSEL.
Tonnage Deck *1445.50* CLASS *+ 100 A1*
Do. between Tonnage Dk. and 3rd and 4th Dk. *1547.53*
Total under Upper Bk. *2993.03*
Do. of P. p. *20.44*
Do. of Bridge House *192.86*
Do. of House on Dk. *30.81*
Do. of ex. of Hatchways *23.70*
Do. of Forecastle *23.70*
Do. above Crown of Engine Room *5475.34*
Gross Tonnage *166.23*
Less Crew Space *5409.11*
Less above Crown of Engine Room *1784.11*
TONNAGE FOR FEES *30.70*
Less Engine Room *3594.22*
Less Navigation Spaces
Register Tonnage as cut on beam *3594.22*
Master *John Wiltshire*
Year of appointment *1892*
Built at *Belfast*
When built *1892* Launched *Feb. 25th 92*
By whom built *Harland & Wolff Ltd.*
Owners *Elder, Dempster & Co. Agents*
Managers *" " "*
Residence *Liverpool*
Port belonging to *London*
If Surveyed while Building, Afloat, or in Dry Dock *While Building*

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
as per Rule	443		Moulded	49		top of Floors to Upper Deck Beams	30		600		Three	Three
						Do. do. Main Deck Beams	22	02				

Dimensions of Ship per Register, Length *445* breadth *49.25* depth *30*. Moulded depth, ft. *33* ins. *6* To Upper Dk. Round up of Beam, Upper Dk. *92* ins.

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates, depth and thickness	<i>10 x 3</i>	<i>10 x 3</i>
STEM, moulding and thickness	<i>10 x 3</i>	<i>10 x 3</i>
STERN-POST for Rudder do. do.	<i>12 x 8</i>	<i>12 x 8</i>
Casting for Propeller	<i>12 x 8</i>	<i>12 x 8</i>
MAIN-PIECE of Rudder, diameter at head	<i>10 1/2</i>	<i>10 1/2</i>
" " do. at heel	<i>5 1/4</i>	<i>5 1/4</i>
RUDDER, how constructed	<i>Cast steel with single plate 18</i>	
Can the Rudder be unshipped afloat?	<i>Yps</i>	

FRAMING.

	Inches in Ship.	Inches per Rule.
FRAME, Angles, or Bars for 1/2 length amidships	<i>7 x 3 1/2 x 12 1/2</i>	<i>7 x 3 1/2 x 12 1/2</i>
Do. for 1/2 at each end	<i>7 x 3 1/2 x 10 1/2</i>	<i>7 x 3 1/2 x 10 1/2</i>
Do. in way of Double Bottoms	<i>3 1/2 x 3 1/2 x 10</i>	<i>3 1/2 x 3 1/2 x 10</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>30</i>	<i>30</i>
REVERSED FRAME Angles	<i>3 1/2 x 3 1/2 x 10</i>	<i>3 1/2 x 3 1/2 x 10</i>
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>1/2</i>	<i>1/2</i>
" in way of Engines and Boilers	<i>1/2</i>	<i>1/2</i>
" thickness at the ends of vessel	<i>1/2</i>	<i>1/2</i>
" depth at 1/2 the half breadth, as per Rule	<i>1/2</i>	<i>1/2</i>
" height extended at the Bilges	<i>1/2</i>	<i>1/2</i>
FLOORS & BRACKETS in Cell Dble Bottoms	<i>1/2</i>	<i>1/2</i>
" Distance apart	<i>30</i>	<i>30</i>
CENTRE GIRDER, in Dbl Btm. depth & thickness	<i>1/2</i>	<i>1/2</i>
" Angles, Top <i>4 x 4 x 9</i> Bottom	<i>1/2</i>	<i>1/2</i>
SIDE GIRDERS, number and thickness	<i>2</i>	<i>2</i>
" Angles	<i>3 1/2 x 3 1/2 x 10</i>	<i>3 1/2 x 3 1/2 x 10</i>
MARGIN PLATE, dpth (excl. of flange) & thickness	<i>3/4</i>	<i>3/4</i>
" Angles	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>1/2</i>	<i>1/2</i>
" " in Engine and Boiler space	<i>1/2</i>	<i>1/2</i>
" " Remainder in Holds	<i>9</i>	<i>9</i>
BEAMS, Upper Deck, Single Angle, Bulb	<i>8 x 3 1/2 x 12 1/2</i>	<i>8 x 3 1/2 x 12 1/2</i>
" Angle, Plate or Tee Bulb	<i>Channel Sect.</i>	<i>Channel Section</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
BEAMS, Middle Deck, Single Angle, Bulb	<i>8 x 3 1/2 x 12 1/2</i>	<i>8 x 3 1/2 x 12 1/2</i>
" Angle, Plate or Tee Bulb	<i>Channel Sect.</i>	<i>Channel Section</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
BEAMS, Lower Deck, Single Angle, Bulb	<i>8 x 3 1/2 x 12 1/2</i>	<i>8 x 3 1/2 x 12 1/2</i>
" Angle, Plate or Tee Bulb	<i>Channel Sect.</i>	<i>Channel Section</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>7 x 3</i>	<i>7 x 3</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
BEAMS, Poop and Bridge Deck, Angle, Bulb	<i>7 x 3</i>	<i>7 x 3</i>
" Angle, Plate or Tee Bulb	<i>7 x 3</i>	<i>7 x 3</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 x 3</i>	<i>7 x 3</i>
" Angles on upper edge	<i>30</i>	<i>30</i>
" Average space	<i>30</i>	<i>30</i>
PILLARS in 'tween Decks, Size and Spacing	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
" Hold	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
WEB FRAMES, In Fore Body, No. and spacing	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
" Brdth. & Thickness	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
No. of Side Stringers	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
WEB FRAMES, In After Body, No. and spacing	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
" Brdth. & Thickness	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
No. of Side Stringers	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
Size of Angles or Tee Bars to Web Frames	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>

KEELSONS & STRINGERS.

	Inches in Ship.	Inches per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	<i>10 x 3</i>	<i>10 x 3</i>
" Rider Plate	<i>10 x 3</i>	<i>10 x 3</i>
" Bulb Plate to Intercostal Keelson	<i>10 x 3</i>	<i>10 x 3</i>
" Horizontal Plates on Floors	<i>10 x 3</i>	<i>10 x 3</i>
" Angles	<i>10 x 3</i>	<i>10 x 3</i>
SIDE KEELSON, Angles	<i>10 x 3</i>	<i>10 x 3</i>
" Bulb or Plate above floors, for length	<i>10 x 3</i>	<i>10 x 3</i>
" Intercostal Plate, for length	<i>10 x 3</i>	<i>10 x 3</i>
" Attached to outside Plating with Angle	<i>10 x 3</i>	<i>10 x 3</i>
BILGE KEELSON, Angles	<i>10 x 3</i>	<i>10 x 3</i>
" Bulb or Plate above floors, for length	<i>10 x 3</i>	<i>10 x 3</i>
" Intercostal Plate for length	<i>10 x 3</i>	<i>10 x 3</i>
" Attached to outside Plating with Angle	<i>10 x 3</i>	<i>10 x 3</i>
BILGE STRINGER Angles	<i>10 x 3</i>	<i>10 x 3</i>
" Bulb Plate for length	<i>10 x 3</i>	<i>10 x 3</i>
" Intercostal Plate for length	<i>10 x 3</i>	<i>10 x 3</i>
" Attached to outside Plating with Angle	<i>10 x 3</i>	<i>10 x 3</i>
SIDE STRINGER Angles	<i>10 x 3</i>	<i>10 x 3</i>
" Bulb or Intercostal Plate for lng.	<i>10 x 3</i>	<i>10 x 3</i>
" Attached to outside Plating with Angle	<i>10 x 3</i>	<i>10 x 3</i>
Upper Deck Stringer Plate, on ends of Beams, breadth and thickness	<i>36 x 40</i>	<i>36 x 40</i>
" Angle on ditto	<i>5 x 5 x 18</i>	<i>5 x 5 x 18</i>
" Tie Plates fore and aft, outside Hatchways	<i>5 x 5 x 18</i>	<i>5 x 5 x 18</i>
" Flat of Dk. * Iron or Steel, for lng.	<i>5 x 5 x 18</i>	<i>5 x 5 x 18</i>
" " Wood <i>How</i> Material & thickness	<i>5 x 5 x 18</i>	<i>5 x 5 x 18</i>
" How fastened to Beams	<i>5 x 5 x 18</i>	<i>5 x 5 x 18</i>
Middle Deck Stringer Plate, br'dth & thickness	<i>36 x 43</i>	<i>36 x 43</i>
" Angles on ditto, No. <i>2</i>	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
" Tie Plates outside Hatchways	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
" Diagonal Tie Plates on Bms., No. of prs.	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
" Flat of Dk. * Iron or Steel, for lng.	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
" " Wood <i>How</i> Material & thickness	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
" How fastened to Beams	<i>4 x 4 x 10</i>	<i>4 x 4 x 10</i>
Lower Deck Stringer Plate, br'dth & thickness	<i>36 x 43</i>	<i>36 x 43</i>
" Angles on ditto, No. <i>2</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" Tie Plates, outside Hatchways	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" Flat of Deck * Material and thickness	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" How fastened to Beams	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Hold or Orlop Stringer Plate, br'dth & thickness	<i>36 x 11</i>	<i>36 x 11</i>
Is the Stringer Plate attached to the outside Plating?	<i>Yps</i>	<i>As required</i>
" Angles on ditto, No. <i>2</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" Tie Plates outside Hatchways	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" Flat of Deck * Material and thickness	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" How fastened to Beams	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Poop Deck Stringer Plate, breadth & thickness	<i>30 x 2</i>	<i>30 x 2</i>
" Angle on ditto	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Tie Plates	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Flat of Deck, Material and thickness	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
Bridge Deck Stringer Plate, breadth & thickness	<i>42 x 9</i>	<i>42 x 9</i>
" Angle on ditto	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Tie Plates	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Flat of Deck, Material and thickness	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
Forecastle Deck Stringer Plate, br'dth & thickness	<i>30 x 2</i>	<i>30 x 2</i>
" Angle on ditto	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Tie Plates	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>
" Flat of Deck, Material and thickness	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>

PLATING.

	Inches in Ship.	Inches per Rule.
FLAT PLATE KEEL, breadth and thickness	<i>51</i>	<i>51</i>
" D'bling or inc. thickness & len. appl'd.	<i>51</i>	<i>51</i>
PLATES in Garboard Strakes, br'dth & thickness	<i>51</i>	<i>51</i>
" from Garboard to lower part of Bilges	<i>14 x 13 x 14</i>	<i>14 x 13 x 14</i>
" State Thickness of Plating in way of Double Bottom	<i>14 x 13 x 14</i>	<i>14 x 13 x 14</i>
" Bilges, number of Strakes and thickness	<i>3</i>	<i>3</i>
" Of doubling at Bilge, or increased thickness, and length applied	<i>14 x 13 x 14</i>	<i>14 x 13 x 14</i>
" from up. prt. of Bilge to lr. edge of Sh'rstrake	<i>14 x 13 x 14</i>	<i>14 x 13 x 14</i>
" Sheerstrake, breadth and thickness	<i>40</i>	<i>40</i>
" Of d'bling at Sh'rstk. & length appl.	<i>40</i>	<i>40</i>
" Poop Sides	<i>10 x 4 x 8</i>	<i>10 x 4 x 8</i>
" Bridge do.	<i>10 x 4 x 8</i>	<i>10 x 4 x 8</i>
" Forecastle do.	<i>10 x 4 x 8</i>	<i>10 x 4 x 8</i>
Lengths of Plating	<i>26 feet</i>	<i>26 feet</i>

BULKHEADS. No. in Vessel *Seven* No. Reqd. by Rule *See*

Thickness	Angles	Spacing	Height up	Single or Double Frames
W. T. BULKHEADS <i>2 1/2</i>	<i>6 1/2 x 3 1/2</i>	<i>30</i>	<i>Upper deck</i>	<i>Double</i>
Partition <i>2 1/2</i>	<i>6 1/2 x 3 1/2</i>	<i>30</i>	<i>Main deck</i>	<i>Double</i>
Longitudinal <i>2 1/2</i>	<i>6 1/2 x 3 1/2</i>	<i>30</i>	<i>Main deck</i>	<i>Double</i>

Ceiling betwixt Decks, thickness and material *2 1/2* *Steel*
 " in hold " do. *2 1/2* *Steel*
 Number of Breasthooks *Six*
 " Crutches *Four and deep floors*

The **FRAMES** extend in one length from *margin plate to gunwale*
 The **REVERSED ANGLE** on floors and frames from *margin plate to main & upper decks alternately at ends; all to upper deck abaft after peak bulkhead, and alternate rev. bars to fore-castle deck.*
RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
 Carboard, double riveted to *Plate Keel, with rivets 1 1/2* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Edges of Carboards, and to upper part of Bilge, worked clench, double riveted; with rivets *1 1/2* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *length*; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to cr.
 " " overlapped for *length*, treble riveted for *length*; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to cr.
 Butts of *all* Strakes at Bilge for *length*, treble riveted *with Butt Straps* *thicker than the plates they connect*
 Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets *1* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *length*; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to cr.
 " " overlapped for *length*, treble riveted for *length*; with rivets *1* in. dia., averaging *3 1/2* ins. from cr. to cr.
 Edges of Sheerstrake, double riveted *with double Straps* *thicker than the plates they connect*
 Butts of Middle Deck Stringer Plate, treble riveted for *length* amidships. *Butts of Upper Deck Stringer Plate, treble riveted for length amidships.*
 " " Single or Double Straps for *length* amidships. *Butts of Centre Girder* *Double* riveted.
 Butts of Inner Bottom Plating *double* riveted for *length*. *Butts of Centre Girder* *Double* riveted.
 Breadth of edge laps of Shell Plating in double riveting *6 1/4*. Breadth of edge laps of Shell Plating in single riveting *1 1/2* *12* *10*.
 Butt Straps of Shell Plating, breadth and thickness *1 1/2* *12* *10*.
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted *Quintuple, Quadruple and Treble*.
 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. *James & Co. Reo. Bars, Palmers Ship B. S. C. & the Barrow S. C. Co. Beams Palmers, Floors, Bulkheads & Deck, Consols S. C. Co. Clench and Upper Deck, Stockton M. S. C. Co. Outside plating Workmanship.* Are the butts of plating planed or otherwise fitted *planed where fitted* *Clydebridge S. C. Co. Steel Co. of Scotland.*
 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 facing surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *very few*

MASTS, SPARS, &c.

Material	Total Length	DIAMETER AND THICKNESS.				No. of plates in round	ANGLES.		RIVETING.	
		At Partners	Hoof	Hounds	Head		Number	Size	Seams	Butts
Fore <i>Steel</i>	<i>123.3</i>	<i>28 x 3/8</i>	<i>21 x 1/2</i>	<i>18 1/2 x 3/8</i>	<i>8 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>Single</i>	<i>Quadruple</i>	
Main <i>Steel</i>	<i>124.3</i>	<i>28 x 3/8</i>	<i>21 x 1/2</i>	<i>17 x 1/2</i>	<i>8 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>Single</i>	<i>Double</i>	
Mizzen <i>Steel</i>	<i>105.3</i>	<i>24 x 3/8</i>	<i>20 1/2 x 3/8</i>	<i>15 1/2 x 3/8</i>	<i>1 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>Single</i>	<i>Double</i>	
Topmast <i>Steel</i>	<i>94.9</i>	<i>22 x 3/8</i>	<i>19 x 3/8</i>	<i>13 1/2 x 3/8</i>	<i>6 1/2 x 3/8</i>	<i>3</i>	<i>3 1/2 x 3 1/2</i>	<i>Single</i>	<i>Double</i>	

No Square Sails
 Fore *Steel*
 Main *Steel*
 Mizzen *Steel*
 Topmast *Steel*
 Bottommast *Steel*
 Remains, Yards and Remainder of Spars *of Pitch Pine*
 Rigging, Material and Size, Shrouds *4 1/2, 4 1/2, 4 and 3 1/2 respectively. Chan. S. W. Stays 4 1/2, 4, 3 1/2 & 3 1/2 resp. All double.*
 Sails, *One Complete* Suit of *good* Sails, and the following spare sails *Job and Fore-top - all sails are fit headed.*

EQUIPMENT NO. 34520 LETTER A +

Number of Certificate	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	Weight Req. per Rule	Description of Anchor	Makers	Where and when tested, and Superintendent														
								Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.							
31274	1st Bower	41	1	11	3	26	40	10	1	40	2	40	2	40	2	40	2	40	2		
31276	2nd "	41	1	12	11	2	10	14	2	40	2	40	2	40	2	40	2	40	2		
31278	3rd "	41	1	10	11	2	24	10	1	40	2	40	2	40	2	40	2	40	2		
31279	4th "	40	3	8	10	0	24	10	1	21	39	2	39	2	39	2	39	2	39	2	
31279	Collective weight	162	0	0						169											
31280	Stream	10	3	4	1	10	10	0	2	14	10	3	10	3	10	3	10	3	10	3	
31280	Kedge	9	0	0	2	1	0	11	4	2	21	9	2	21	9	2	21	9	2	21	9
31279	2nd Kedge	8	3	26	1	0	12	6	4	2	4		4		4		4		4		

ANCHORS.
 Description of Anchor. *Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891*
 Makers. *Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891*
 Where and when tested, and Superintendent. *Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891*

CHAIN CABLES.

Number of Certificate	Fathoms.	Size.	Test per Certificate	Weight of Chain Cable	Fathoms & size, Description.	Makers of Cables.	Where and when tested, and Superintendent
21399	150	2 1/2	134 1/2	101.5.12	300 x 2 1/2 Double Link Ringbolts	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891
21400	150	2 1/2	134 1/2	101.5.12	300 x 2 1/2 Double Link Ringbolts	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891
21400	90	1 1/2	64	403.0.1	90 x 1 1/2 Double Link Ringbolts	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891
21400	120	1 1/2	64	403.0.1	90 x 1 1/2 Double Link Ringbolts	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891	Shotman's S. S. Ringbolts S. S. 9 1/2 Dec. 1891

Boats *Four Life boats and two others.*
 Pumps, Number *Eight*
 The Windlass is *Harfield's Patent steam and good*
 Engine Room Skylights. How constructed? *Of plates and angles on Comings above Bridge deck.*
 What arrangements for deadlights in bad weather? *Solid top with bulls eyes*
 Coal Bunker Openings. How constructed? *Of plates & angles*
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *14 Scuppers, and 8 freeing ports 26 x 12 each side.*

Cargo Hatchways. How formed? *Of plates and angles Comings 12 in*
 State size No. 1 Hatch (Forward) *12.6 x 10.0* No. 2 Hatch *20.0 x 13.6* No. 3 Hatch *14.0 x 12.0* No. 4 Hatch *10.0 x 10.0*
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Two deep shifting beams and 3 fore & afters for No. 2 hatch, and 1 shifting beam and 1 fore and after in all the others.*
 Bulwarks, height above deck and description *7.3 x 1 1/2 Steel*
 The above is a correct description. *Surveyor's Signature, James Corpin*
 Builder's Signature (here only) *James Corpin*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *314*
 Date *April 25 1891*
 Order for Ordinary Survey No. *249*
 Date *April 25 1891*
 No. *249* in builder's yard
 DATES OF SURVEYS held while building as per Section 18.

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
 State dates and initials of letters respecting this case *June 26, July 6, 10, 23, 31, Aug. 4, 10, 20, 20, Sep. 11, 18, 29, Oct. 2, 23, 27, 30, Nov. 3, 13, 23, 30, Dec. 9, 19, 1891, Jan. 4, 14, 23, 29, Feb. 5, 17, 19, 23, 24, 25, Mar. 4, 9, 11, 21, April 2, 11, 27, 30, May 4, 6, 7, 1892.* Total No. of Visits *44*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracings forwarded with the first entry report No. 3940 on the P.C. "Cheshire", to which vessel this is similar in the essential particulars; but in the general arrangement she is a duplicate of the P.C. "Massachusetts", first entry report No. 4055, and of the "Manitoba", report No. 4076. The Secretary's letters dated as above have been complied with, so far as they apply, and the Rules in all other respects have been adhered to.*

The frames forward are doubled from keel to lower deck for 40 feet abaft the collision bulkhead, and the rivets are spaced closer than required by the Rules in all parts of the vessel.

The materials used in her construction, and the workmanship are very good.

A tracing of midship section was forwarded on the 3rd inst., and a tracing of sectional elevation accompanied the report on the "Massachusetts".

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *17.5* ft., R.Q.D. or Break *160* ft., Bridge Dk. *160* ft., F'castle *102.5* ft. (in feet and tenths) where 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) *3 Dks (Steel) 3 tr B.*
 Official No. *99060*; Signal Letters *none*

PARTICULARS OF WATER BALLAST.
 Double bottom, aft, length *17.5* ft. and water capacity in tons *1100*
 Double bottom, forward, length *17.5* ft. and water capacity in tons *1100*
 Double bottom, under engines and boilers, length *17.5* ft. and water capacity in tons *1100*
 Double bottom, constructed on the cellular system, length *17.5* ft. and water capacity in tons *1100*
 Fore peak tank, water capacity in tons *72* After peak tank, water capacity in tons *30*
 Midship deep tank, length *17.5* ft. and water capacity in tons *1100*
 Other tanks, if fitted, length *17.5* ft. and water capacity in tons *1100*
 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 *Portland Cement & paint* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter dated *May 3 1892*
 In Summer *2* ft. *0 1/2* ins.
 In Winter *2* ft. *0 1/2* ins.
 For Winter in North Atlantic *2* ft. *0 1/2* ins.
 State of marked on Vessel's sides in accordance with *printed instructions*
 Fresh Water above the centre of disc *6* ins.

The amount of Entry Fee *£ 5* is received by me, *James Corpin*
 Special *£ 100* : *4* : *6* *15* : *18* : *92*
 Certificate *£ 100* : *4* : *6* *15* : *18* : *92*
 Travelling Expenses, if any *£ 100 A 1*
 I am of opinion this Vessel should be Classed *3 Dks (Steel) 3 tr B.*

Committee's Minute *FEL 13 MAY 1892*
 Character assigned *100 A (Steel)*
 3 Dks (Steel) 3 tr B.

LAMP + L.R. 6.5.92
+ 2 mc 5, 92
100 A 1 (Steel)
3 Dks (Steel)
M.B. = C.W. D.B. also F.P.T. 4 A.P.T. (particulars above)
F.K.

James Corpin
 Surveyor to Lloyd's Register of British & Foreign Shipping.