

Sailing Vessel. IRON OR STEEL SAILING SHIP.

(Received at London Office)

1892

Date of completion of Report *19 Dec 1892* Port of *Belfast*
 No. *4198* Survey held at *Belfast* Date of First Survey *25 June 1892* Last Survey *17 Dec 1892*
 On the *Steel Ship "Lauriston"* Rig *4 Masted Ship*

TONNAGE (under Tonnage Deck) *2098.87*
111.68

ONE OR TWO DECKED VESSEL.

CLASS *100 A1*

Master *W Latta*

Year of Appointment *1892*

Built at *Belfast*

When built *1892* Launched *15 Oct/92*

By whom built *Workman Clark & Co Ltd*

Owners *Mrs Galbraith & Moorhead*

Managers *do.*

Residence *London*

Port belonging to *London*

Destined Voyage *Bombay via Barry* If Surveyed while Building, Afloat, or in Dry Dock *Building*

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
268	4	Moulded.....	41	9	Top of Floors to Upper Deck Beams..	24	8 1/2	Two	Two

of Ship per Register, Length *284.5* breadth *42.0* depth *24.45*. Moulded depth, ft. *26* in. *1 1/2*. Round up of Beam *10* ins.

PLATES AND CASTINGS.

Side Plates, depth and thickness	Inches in Ship.	Inches per Rule Or as Approved.
<i>10 x 2 5/8</i>	<i>10 x 2 5/8</i>	
and thickness.....		
do. do.	<i>8 x 3 1/2</i>	<i>8 x 3 1/2</i>
RUDDER, diameter at head..	<i>7 1/2</i>	<i>7 1/2</i>
at heel..	<i>3 3/4</i>	<i>3 3/4</i>
constructed <i>Enging 9 side plates</i>		
unshipped afloat? <i>Yes</i>		

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Bars, for 1/3 length amids..	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>5 1/2</i>	<i>3 1/2</i>
at end	<i>7</i>			<i>7</i>	
Double Bottoms					
from moulding edge to	<i>24</i>			<i>24</i>	
all fore and aft					
same, Angles.....	<i>4</i>	<i>3 1/2</i>	<i>8</i>	<i>4</i>	<i>3 1/2</i>
and thickness of Floor Plate?	<i>27</i>	<i>10</i>	<i>27</i>	<i>10</i>	
d line for 1/3 length amids..	<i>8</i>			<i>9</i>	
at the ends of vessel	<i>8</i>			<i>9</i>	
the half breadth, as per Rule ..	<i>13 1/2</i>			<i>13 1/2</i>	
ended at the Bilges	<i>54</i>			<i>54</i>	
LOCKS, in Cell Dble Bottoms					
distance apart					
ER, in Dbl. Btm., dpth & thcknss					
gles, Top Bottom					
S, number and thickness					
Angles.....					
E, depth (exclusive of flange)					
and thickness).....					
Angles					
OM PLATING, br'dth & thckn's					
of Middle Line Strake)					
Remainder.....					
Deck, Single Angle, Bulb Angle,	<i>I</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Plate or Tee Bulb					
s on Upper Edge	<i>48</i>			<i>48</i>	
ge space.....					
Deck, Plate or Tee Bulb.....	<i>I</i>	<i>11</i>	<i>10</i>	<i>11</i>	<i>10</i>
s on Upper Edge					
ge space.....	<i>48</i>			<i>48</i>	
Plate or Tee Bulb					
s on Upper Edge					
ge space.....					
or Bridge Deck, Single Angle,	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>
Bulb Angle, Plate or Tee Bulb....					
les on Upper Edge					
rage space.....	<i>48</i>			<i>48</i>	
castle Deck, Single Angle, Bulb)	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>10</i>
Angle, Plate or Tee Bulb					
gles on Upper Edge					
rage space.....	<i>48</i>			<i>48</i>	
between Decks, at Centre line. Size	<i>23 1/4</i>			<i>23 1/4</i>	
" " " Spacing	<i>48</i>			<i>48</i>	
" " " Quarter.....Size					
" " " Spacing					
in Holds, at Centre line	<i>4</i>			<i>4</i>	
" " " Spacing	<i>48</i>			<i>48</i>	
" " " Quarter.....Size					
" " " Spacing					
ES, Breadth and thickness					
Number and Spacing					
Number of Side Stringers, breadth and thickness.					
Size of Angles or Tee Bars to Web-Frames.....					

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate)	<i>20</i>	<i>14</i>		<i>20</i>	<i>14</i>
" Rider Plate.....	<i>13 3/4</i>			<i>13 3/4</i>	
" Bulb Plate to Intercoastal Keelson					
" Horizontal Plates above floors	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>6 1/2</i>	<i>4</i>
" Angles	<i>5 1/2</i>	<i>4</i>	<i>10</i>	<i>5 1/2</i>	<i>4</i>
SIDE KEELSON, Angles					
" Bulb Plate for length					
" Intercoastal Plate for length	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
" Attached to outside Plating with Angle	<i>5 1/2</i>	<i>4</i>	<i>10</i>	<i>5 1/2</i>	<i>4</i>
BILGE KEELSON, Angle					
" Bulb Plate for length					
" Intercoastal Plates for len.					
" Attached to outside Plating with Angle	<i>8</i>	<i>3</i>	<i>12</i>	<i>8</i>	<i>12</i>
BILGE STRINGER, Angles <i>Bulbs</i>					
" Bulb Plate for length.....	<i>9</i>			<i>9</i>	
" Intercoastal Plates for len.	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
" Attached to outside Plating with Angle	<i>8</i>	<i>3</i>	<i>12</i>	<i>8</i>	<i>12</i>
SIDE STRINGER, Angles <i>Bulbs</i>					
" Bulb Plate for length					
" Intercoastal Plate for whole len.	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
" Attached to outside Plating with Angle	<i>39</i>	<i>10-8</i>	<i>38 1/2</i>	<i>10-8</i>	
Main Deck Stringer Plate, on end of Beams, breadth and thickness	<i>4 1/2 x 4 1/2</i>	<i>10</i>	<i>4 1/2 x 4 1/2</i>	<i>10-9</i>	
" Angle on ditto.....	<i>15</i>	<i>8</i>	<i>15</i>	<i>8</i>	
" Tie Plates fore and aft, outside Hatchways ..	<i>15</i>	<i>8</i>	<i>15</i>	<i>8</i>	
" Diagonal Tie Plates on Bms., No. of Prs. 1	<i>3 1/2 x 9 1/4</i>	<i>Y.P.</i>	<i>3 1/2 x 9 1/4</i>	<i>Y.P.</i>	
" Flat of Deck*, material and thickness	<i>3 1/2</i>	<i>9 1/4</i>	<i>Y.P.</i>	<i>3 1/2</i>	<i>9 1/4</i>
" Iron or Steel for 1/2 3/4 length	<i>6</i>			<i>6</i>	
" How fastened to Beams.....	<i>Rivets</i>			<i>Rivets</i>	
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness	<i>40</i>	<i>9-8</i>	<i>40</i>	<i>9-8</i>	
Is the Stringer Plate attached to the Outside Plating?	<i>Yes</i>		<i>Yes</i>		
" Angles on ditto, No. <i>two</i>	<i>4 x 4 x 9</i>		<i>4 x 4 x 9</i>		
" Tie Plates, outside Hatchways	<i>15 x 9</i>		<i>15 x 9</i>		
" Diagonal Tie Plates on Bms., No. of prs. 4	<i>15 x 9</i>		<i>15 x 9</i>		
" Flat of Deck, material and thickness <i>3 1/2</i>	<i>3 1/2</i>	<i>9 1/4</i>	<i>3 1/2</i>	<i>9 1/4</i>	
" How fastened to Beams	<i>92 Rivets</i>				
Hold Stringer Plate, on end of Beams					
Is the Stringer Plate attached to the Outside Plating?					
" Angles on ditto, No.					
" Tie Plate outside Hatchways					
" Flat of Deck, material and thickness					
Poop or Bridge Deck Stringer Plate, breadth, and thickness	<i>32</i>	<i>7</i>	<i>32</i>	<i>7</i>	
" Angle	<i>3 x 3 x 7</i>	<i>1/4</i>	<i>3 x 3</i>	<i>7</i>	
" Tie Plates on Beams	<i>12</i>	<i>Y.P.</i>	<i>12</i>	<i>Y.P.</i>	
" Flat of Deck, material and thickness	<i>3 1/2</i>	<i>Y.P.</i>	<i>3 1/2</i>	<i>Y.P.</i>	
Forecastle Deck Stringer Plate, b'dth & thckns	<i>36</i>	<i>7 1/4</i>	<i>36</i>	<i>7 1/4</i>	
" Angle	<i>3 x 3 x 7</i>	<i>1/4</i>	<i>3 x 3</i>	<i>7</i>	
" Tie Plates on Beams	<i>12</i>	<i>Y.P.</i>	<i>12</i>	<i>Y.P.</i>	
" Flat of Deck, material and thickness	<i>3 1/2</i>	<i>Y.P.</i>	<i>3 1/2</i>	<i>Y.P.</i>	

PLATING.

	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
FLAT PLATE KEEL, breadth and thickness ..					
PLATES in Garboard Strakes, br'dth & thckn's	<i>36 x 12-11</i>		<i>36</i>	<i>x 12-11</i>	
" from Garboard to lower part of Bilges	<i>35 1/2 x 11-9</i>		<i>35 1/2</i>	<i>x 11-9</i>	
" State Thickness of Plating in way of Double Bottom.	<i>1</i>	<i>2 12-10</i>	<i>1</i>	<i>2 12-10</i>	
" Bilges, number of Strakes, and thickness ..	<i>2</i>	<i>2 12-11</i>	<i>2</i>	<i>2 12-11</i>	
" Of doubling at Bilge, or increased thickness, and length applied	<i>2</i>	<i>2 11-9</i>	<i>2</i>	<i>2 11-9</i>	
" from up. part of Bilge to lr. edge of Sh'rstrake	<i>1</i>	<i>2 12-9</i>	<i>1</i>	<i>2 12-9</i>	
" Strake in way of Lower Deck Beams.....	<i>1</i>	<i>2 11-9</i>	<i>1</i>	<i>2 11-9</i>	
" Sheerstrake, breadth and thickness	<i>42</i>	<i>13-10</i>	<i>42</i>	<i>13-10</i>	
" Poop or Bridge Sides	<i>7</i>		<i>7</i>		
" Forecastle Sides	<i>7</i>		<i>7</i>		
Lengths of Plating	<i>12-5</i>		<i>12-5</i>		

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.			No. in Vessel		Reqd. by Rule	
	Thickness.	Angles.	Spacing.	Height up.	Sngl or Dbl. Frames.	
Ceiling betwixt Decks, thickness and material <i>2 1/2 W.P.</i>						
" in hold do. <i>3 1/2 W.P.</i>						
W. T. BULKHEADS.	<i>7-6</i>	<i>Vrtcl. 5 1/2 x 3 1/2</i>	<i>30"</i>	<i>Main Dk</i>	<i>double</i>	
		<i>Hrznrl. 7 1/2 x 10 3/4</i>	<i>48"</i>			
Number of Breasthooks <i>3</i>	PARTITIONS <i>✓</i>	<i>Vrtcl.</i>				
" Crutches <i>3</i>		<i>Hrznrl.</i>				
	LONGITUDINAL <i>✓</i>	<i>Vrtcl.</i>				
Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>						
The FRAMES extend in one length from <i>Keel</i> to <i>Gumwale</i> Riveted through Plates with <i>7/8</i> in. Rivets, about <i>6 1/2</i> apart.						
The REVERSED ANGLES on floors and frames extend from <i>the</i> middle line <i>all to Gumwale</i> and to <i>Forecastle</i> alternately.						
RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.						
Garboard, double riveted to Bar Keel or Flat Plate, with rivets <i>1 1/8</i> in. diameter, averaging <i>5 7/8</i> ins. from centre to centre.						
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 7/16</i> ins. from centre to centre.						
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for <i>1/2</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 7/8</i> ins. from cr. to cr.						
" " overlapped for <i>whole</i> length, treble riveted for <i>whole</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 7/8</i> ins. from cr. to cr.						
Butts of " Strakes at Bilge for <i>1/2</i> length, treble riveted with Butt Straps <i>1/2</i> thicker than the plates they connect.						
Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 7/16</i> ins. from centre to centre.						
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for <i>1/2</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 7/8</i> ins. from cr. to cr.						
" " overlapped for <i>whole</i> length, treble riveted for <i>whole</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 7/8</i> ins. from cr. to cr.						
Edges of Sheerstrake, <i>double</i> riveted.						
Butts of Sheerstrake, treble riveted for <i>whole</i> length amidships.						
Butts of Main Stringer Plate, treble riveted for <i>3/4</i> length amidships. Single or Double Straps to Stringer Plate, for <i>1/2</i> length amidships.						
Butts of Inner Bottom Plating, <i>1/2</i> riveted for <i>1/2</i> length amidships. Butts of Centre Girders, <i>1/2</i> riveted.						
Breadth of edge laps of Shell Plating in double riveting <i>5 1/4</i> Breadth of edge laps of Shell Plating in single riveting <i>10 1/2</i>						
Butt Straps of Shell Plating, breadth and thickness <i>16 3/4</i> in. Garboard Butts, If Lapped, breadth of Laps <i>10 1/2</i>						
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? <i>Treble</i>						
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. <i>Thames Iron Works & Shipbuilding Co. Ltd. Rev. de Steel Co. of Scotland. Home Iron Works. Messrs. Harland & Wolff. Messrs. Swanwick & Co. Ltd.</i>						
Workmanship. Are the butts of plating planed or otherwise fitted? <i>Yes</i>						
Is the riveted work properly closed? <i>Yes</i>						
Are the liners between the frames and plates solid single pieces? <i>Yes</i>						
plate, &c., conform well to each other? <i>Yes</i>						
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., break into or through the seams or butts of the plating? <i>No</i>						
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? <i>Yes</i>						
Do any rivets break into or through the seams or butts of the plating? <i>No</i>						
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? <i>Yes</i>						

MASTS AND SPARS.												
		Material.	Total length.	DIAMETER AND THICKNESS. 20 th				Number of Plates in Round.	ANGLES.		RIVETING.	
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Steel	58-6	30 x 9	23 x 8	25 x 8	20 x 7	3	3	4 x 3 x 9	double	treble
	Main	"	91-6	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"	"
	Jigger	"	81-3	27 x 9	21 x 7	22 1/2 x 7	18 x 7	"	"	3 1/2 x 3 x 6 1/6	"	"
BOWSPRIT		"	22-9	30 x 7 1/6	7/6	21 1/2 x 7 1/6	14 x 6 1/6	"	4	4 x 2 x 7 1/6	single	"
TOPMASTS	Fore	"	56-0		25 x 8	18 x 6	15 x 6	2	3	"	"	"
	Main	"	"		"	"	"	"	"	"	"	"
	Mizen	"	"		"	"	"	"	"	"	"	"
	Jigger	"	48-3		22 1/2 x 7	15 x 6	13 x 6	"	"	3 x 3 x 7 1/6	"	"
YARDS.....	Fore		79-0	At Centre	20 x 7	At Ends	10 x 3 1/6	2	4	2 1/2 x 2 1/2 x 5 1/6	"	"
	Main		"	"	"	"	"	"	"	"	"	"
	Crossjack ..		"	"	"	"	"	"	"	"	"	"
	Jigger		65-0	"	16 x 6	"	8 x 3 1/6	"	"	"	"	"
FORE TOPMAST YARDS	Lower		72-0	"	18 x 6	"	9 x 3 1/6	"	"	"	"	"
	Upper		65-0	"	16 x 5	"	8 x 3 1/6	"	"	"	"	"
MAIN	Lower			"	"	"	"	"	"	"	"	"
	Upper			"	"	"	"	"	"	"	"	"
MIZEN	Lower			"	"	"	"	"	"	"	"	"
	Upper			"	"	"	"	"	"	"	"	"
JIGGER.....	Lower		56-0	"	15 x 5 1/2	"	7 1/2 x 7 1/6	2	4	2 1/2 x 2 1/2 x 5 1/6	"	"
	Upper		47-0	"	14 x 5 1/2	"	7 x 3 1/6	"	"	"	"	"

Remainder of Spars *By Wood*

Rigging. Material and Size, Shrouds *5 x 4 1/4" Crucible steel* Stays *lower 4 1/4"* Quality *Best Selected*

Sails. *Nearly two* Suits of *wood* Sails, and the following Spare Sails

EQUIPMENT No. 25922 LETTER W. ANCHORS.

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.	Cwts.	qrs.	lbs.	Tons.	cwts	qrs.	lbs.	Cwts.	qrs.	lbs.			
10958	1st Bower....	40	1	0	9	3	10	35	18	3	0	40	.	.	Rodgers Rd plan	Blund & Co	Charter 10 Sep 92 G S Juck
10959	2nd "	38	0	0	9	2	24	34	10	0	0	40	.	.	Bow Stacks	"	"
10960	3rd "	35	2	16	8	3	24	32	17	2	0	34	.	.	"	"	"
	4th "														"	"	"
	Collective weight	13	3	16								114	.	.			
14870	Stream	12	0	7	3	0	7	13	19	2	21	12	.	.	Rodgers 2m Hook	"	4 p.m. 18 July 92 G R Pitt
14868	Kedge	5	3	25	1	2	0	5	5	0	0	6	.	.	"	"	do.
14867	2nd Kedge ..	3	0	0	-	3	0	4	3	0	14	3	.	.	"	"	do.

CHAIN CABLES.

HAWSERS AND WARPS

Number of Certificate.	Fathoms	Size.	Test per Certificate. Tons.	Weight of Chain Cable.	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
5670	135 5/8	2 1/4	239-0-0-0	281-3-23	270 x 2 1/4	Steel Link	H. Wood & Co.	Charter 31 Aug 92 G. J. Goff	TOWLINE*			
5682	137	2 1/4	276-0-0-0	283-1-23	270 x 2 1/4	"	"	9 Sep	Hawser	90	3 1/2	90 x 3 1/2
Iron Stream Chain or Steel Wire ...	100	1 5/8	230-5-0-0	68-2-18	100 x 1 5/8	Shut Link	"	9 "	"	120	6	120 x 6
Towline* if steel wire	90	4 1/2	118-2-3-0	64-2-27	90 x 4 1/2	"	"	"	"	130	6	130 x 6

Boats 2 Life Boats Cutter & Gig

Pumps, Number *One Pair by Adair & 1 on beat*

Windlass by Hatfield & Co Capstan on 3rd Chamber & pipe

Number of **Scuppers**, and number and dimensions of **Freeing Ports** 4 @ 2'-6" x 2'-0" & 3 @ 2'-6" x 1'-0" each

5 knippers each side

Cargo Hatchways.—How formed? *Deep coamings to lower part of beam* **Hatches,** If strong and efficient? *Yes*

State size **No. 1 Hatch** (Forward) **8 x 7'-6"** **No. 2 Hatch** **15'-10 1/2" x 12'-6"** **No. 3 Hatch** **11'-10" x 9'-10"**

Number of **Web Plates**, **Shifting Beams**, and **Fore and Afters** to each hatch 3 fore & after & 1 shifting beam in No. 373

Time after in Nov 1946 Hatch

Bulwarks, Height above deck and description *5'-2" 5/16 Iron plate* Main Rail, material and size *5x3 1/2 cham* Topgallant Rail

The above is a correct description. **WORKMAN, CLARK & CO., LIMITED.**

Builder's Signature (here only.) *[Signature]* Surveyor's Signature *Alampell*

H. Workman DIRECTOR
Surveyor to Lloyd's Register of British and Foreign

DIRECTOR.

Order for Special Survey No. 341

Date 24 Feb 192

Order for Ordinary Survey No.

Date

No. 97 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

June 25, 28 July 4, 8, 14, 21 Aug 3, 11, 18
23, Sep 1, 7, 15, 19, 23, 24 Oct 3, 7
12, 17, 20, 25, 28, 31 Nov 2, 4, 16
21, 25, 28

State dates and initials of letters respecting this case 19, 29 Jan, 24 Feb, 20 April, 18 May, 8 June, 7, 11, July, 3, 13, 23 Aug, 9, 12 Sep

Total No. of Visits

General Remarks (State quality of workmanship, &c.)

This vessel has been built under special survey in accordance with the enclosed plans & in number 9 approved Midship Section already forwarded, also in compliance with the Secretary's letters of above dates. The Society's rules have been adhered to & the workmanship is good throughout. The weight of cables is rather under the rule weight but they are manufactured from material of "Special Best Best" quality, they might be considered sufficient. This is a sister ship to Nos 86, 88, 89, 90, 99, 93 Reports No 4003-87-68-102 F/24

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

h of Poop 49.0 ft., R.Q.D. or Break ft., Bridge Dk. ft., Forecastle 33.0 ft. (in feet and tenths).
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) 2 Dks (1 hr steel ws)
Signal Letters

PARTICULARS OF WATER BALLAST.

ble bottom, aft, length and water capacity in tons Double bottom, amidships, length and water capacity in tons
ble bottom, forward, length and water capacity in tons
ble bottom, constructed on the cellular system, length and water capacity in tons
peak tank, water capacity in tons After peak tank, water capacity in tons
ship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have been tested as required by the Rules.
(If necessary, furnish further information by sketch.)

are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

BOARD assigned by the Committee, as per Secretary's Letter, dated 25 Nov 1892

arked on Vessel's sides in accordance with Notice No. 572

ount of Entry Fee £ 5 : 0 :
Special... £ 79 : 12 :
Certificate* £ : :
Travelling Expenses, if any £ : 18 :

is received by me,

30/12/92

Certificate to be sent to

27/1/93

opinion this Vessel should be Classed

100 A1 (Steel)

Campbell/Robins

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

ittee's Minute

ector assigned

100 A1 Steel

subject to under taking

2 Dks (1 hr steel ws)

Cert to be issued now
& further made

AS. 6/5/93

100 A1 (Steel)
2 Dks (U pc Stl - WS)

This Vessel appears to have been built in accordance with the Rules and the approved plans, but the main cables, which are of "Special Best Best" quality, are 14 cwt., or 2.4 cwt., less than the Rule requirement. The vessel however is ready for sea, and under the circumstances it is submitted that the vessel might be accepted for the voyage, subject to an undertaking being given by the Builder to replace them on her return with cables of the proper weight as in a previous similar case. In this case the vessel is eligible to be classed 100 A1.

2019

Lloyd's Register
Foundation