

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 4443

Port of *Belfast* Date of completion of Report *29th Dec 1894* Received at London Office
Survey held at *Belfast* Date, First Survey *11th April 1894* Last Survey *November 17th 1894*
On the *Steel Screw Steamer "Mormston Grange"* Rig *Two masts. Fore & aft.*

TONNAGE under
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. *3115.95*
Do. of Poop side houses *17.68*
Do. of Bridge House *4.28*
Do. of Forecasts *54.27*
Do. of Houses on Deck *177.88*
Do. of excess of Hatchways *36.15*
Do. above Crown of Engine Room *44.76*
Gross Tonnage *3444.37*
Less Crew Space *110.65*
Less above Crown of Engine Room *44.76*
Net Tonnage *3288.98*
Less Engine Room *1100.20*
Less Navigation Spaces *30.30*
Register Tonnage *2202.24*
as cut on Beam....

SPAR, ~~BEARING OR PART-AWNING-DECKED~~ VESSEL,
or a Vessel having a continuous Side Deck.
CLASS *+100 A1. Spar Deck*

Master *Chas. S. Crichton*
Year of Appointment *(1) As Master in service of owner of present vessel - 1894*
(2) As Master of this vessel - 1894

Built at *Belfast*
When built *1894* Launched *2nd Oct 94*
By whom built *Worham Clark & Co. Ltd*
Owners *Houlder Bros & Co*
Managers
Residence *London*
Port belonging to *London*

If Surveyed while Building, Afloat, or in Dry Dock Building

LENGTH on Deck *338* *2 1/2* BREADTH *45* *11* DEPTH, top of *25* *7 1/2* to Spar or Awning Dk. Beams *17* *7 1/2*
as per Rule. Moulded. Do. Main Deck Beams Engines *500*
Dimensions of Ship per Register, Length *340* breadth *46.5* depth *25.4* Spar or Awning Dk. Moulded depth, ft. *20* ins. *2 1/2* To Main Dk. Round up of *1 1/2* ins. Beam, Main Dk.)

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or <i>7</i> <i>1/2</i> Bars, for $\frac{1}{2}$ length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>9 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates, depth and thickness	<i>10 1/2</i> <i>2 3/4</i>	<i>10</i> <i>2 3/4</i>	<i>10</i> <i>2 3/4</i>	<i>10</i> <i>2 3/4</i>	<i>10</i> <i>2 3/4</i>
Do. for $\frac{1}{2}$ at each end	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	STEM, moulding and thickness	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	STERN-POST for Rudder do. do.	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>	<i>11</i> <i>6</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" " for Propeller, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
REVERSED FRAME, Angles	<i>5 1/2</i>	<i>3 1/2</i>	<i>9 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
DEEP FRAMING, depth of girder	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	RUDDER, how constructed	<i>Single plate</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
" in way of Engines and Boilers	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" thickness at the ends of vessel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" depth at $\frac{1}{2}$ the half-bdth. as per Rule	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	" Rider Plate	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" height extended at the Bilges	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	" Bulb Plate to Intercoastal Keelson	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	" Horizontal Plates on Floors	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
CENTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	" Angles	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" Angles, Top	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	" Bulb or Plate above floors, for length	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" Bottom	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	" Attached to outside plating with Angle	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
SIDE GIRDELS, number and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE KEELSON, Angles	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" Angles, <i>three girders under E & B</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Bulb or Plate above floors, for length	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>33</i>	<i>33</i>	<i>33</i>	<i>33</i>	<i>33</i>	" Intercoastal Plate, for length	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" Angles	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	" Attached to outside plating with Angle	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	BILGE STRINGER Angles	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" thickness in Engine and Boiler space	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	" Bulb Plate, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Average space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
ILLAKS, In 'tween Deck, size and spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Hold	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" Quarter, 'tween Dks., "	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" in Hold	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
WEB-FRAMES, In Fore Body, No. and spacing	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" No. of Side Stringers	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
WEB FRAMES, In E. & B. Space, No. and spacing	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" No. of Side Stringers	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
WEB FRAMES, In After Body, No. and spacing	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Bulb or Plate above floors, for length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
" No. of Side Stringers	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	" Intercoastal Plate, for whole length	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Attached to outside plating with Angle	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>

BULKHEADS.		Number.	Thickness.	Horizontal.	Vertical.	Single or Double.	Height up.
In Vessel.	Per Rule.						
W. T. BULKHEADS	<i>6</i>	<i>6</i>	<i>7 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	<i>Double</i>
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? *Yes*

PLATING.								RIVETING.												
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thick-ness.	Breadth.	For what Length.			
																		Inches.	16ths or 20ths.	16ths or 20ths.
FLAT PLATE KEEL	36	16	12	12	36	16 to 12	Double	6	1	1	Treble	1	3 3/4	19	17/20					
(If Bar Keel, state Riveting)																				
GARBOARD or A Strake ...	56	12	11	11	56	12 to 11	"	5 1/4	7/8	3 3/4	"	7/8	3 3/8			9	whole			
B "		11	9	9		11 to 9	"	"	"	"	Quadruple	"	"			11	3/5 length			
C "		10	9	9		10 to 9	"	"	"	"	Treble	"	"			9	whole			
D "		12	10	10		12 to 10	"	"	"	"	Quadruple	"	"			11	3/5 length			
E "		12	10	10		12 to 10	"	"	"	"	Treble	"	"			9	whole			
F "		13	10	10		13 to 10	"	"	"	"	"	"	"			"	"			
G "		11	9	9		11 to 9	"	"	"	"	"	"	"			"	"			
H "		12	9	9		12 to 9	"	"	"	"	"	"	"			"	"			
J "		11	9	9		11 to 9	"	"	"	"	"	"	"			"	"			
Main Sheer K "	53 1/2	13	10	10	53 1/2	13 to 10	"	"	"	"	"	"	"			"	"			
L "		11	9	9		11 to 9	"	"	"	"	"	"	"			"	"			
Spar Sheer M "	40	14	9	9	40	14 to 9	"	"	"	"	"	1	3 1/2			10 1/2	9			
N "																				
O "																				
P "																				
Q "																				
DOUBLING of Flat Plate Keel	1/2 length 12				1/2 length 12															
Length and thickness of Bilges																				
Length and thickness of Sheerstrakes																				
Length and thickness of Strake below																				
POOP SIDES	Y				Y				Single	2 1/2	3/4	3	Double	3/4	2 5/8		5	whole		
BRIDGE SIDES	9 1/2				9 1/2				"	"	"	"	"	"			"	"		
FORECASTLE SIDES	Y				Y				"	"	"	"	"	"			"	"		

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, Plating, &c. *Frames, Rev. Irons, 7 Beams, Stringer plates, Keelson plates, 2 angles, Colville. Stringer plates, decks, bldg. shell & mast pl. - Barrow Haematite. Steel floors, Clydebridge iron floors, decks & bldg. shell & tank pl. Hill & Co. Steel tank, morden*

Spar or Awning (Butts, treble riveted for *whole* length amidship.

Stringer Plate (Straps, single, double or overlapped for *half* length amidship.

Main Stringer Plate (Butts, treble riveted for *whole* length amidship.

(Straps, single, double or overlapped for *whole* length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *Treble*

Inner Bottom Plating, riveting of Edges *mid. str. doub. Butts double 3/4 length*

Centre Girder Butts, lap treble riveted *Keelson Butts, treble riveted.*

Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/4* apart.

Rivets, state whether Iron or Steel. *Iron*

FRAMES extend in one length from *margin plate* to *spar, bridge, poop, or forecastle decks*

REVERSED FRAMES on floors and frames extend from *margin plate* to *main & spar decks alternately; & to forecastle & spar decks alternately. All to spar deck abaft after peak bulkhead.*

MASTS, SPARS, &c.													
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.			
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.		
LOWER MASTS....	Fore	Steel 56 ft	21 x 1/2	Heeled on 16 1/2 x 20			two	-	-	2 1/2 lap 3/4 riv	5" lap. don't riv		
	Main	" 58 "	" "	main deck "	"		"	-	-	" "	" "		
	Mizen	"											
Bowsprit													
Topmasts, Yards and Remainder of Spars Pitch pine													
Rigging, Material and Size, Shrouds Steel wire 3 3/4" Stays Fore stay 4 1/2" double. Main 4 1/2" ring													
Sails. One Suit of best canvas Sails, and the following spare sails													

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

23/9/93 M. 1/10/94 M. 3/3/94 M. 7/3/94 M. 16/3/94 M. 30/4/94 M. 8/5/94 M. 17/6/94 M. (3 ltr.). 22/6/94 M. 28/6/94 M.

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

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces?

Yes

Do any rivets break into or through the seams or butts of plating?

Very few

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

Yes

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

This vessel has been built in accordance with the approved plans & the Secretary's letters of the above mentioned dates. The Rules have been complied with & the workmanship is throughout good.

The watertight doors, & each of the hand pumps have been tested & shown to be in good working order.

The following plans are sent forward with this report: 'Midship section', 'Profile', 'Arrangement of midship beams & deck plating', 'Mast plan', 'Sail plan', 'Gangway doors in Bridge sides', 'Stern & Rudder frames'. Also the certificates for the Stern & Rudder frames & the Forefoot.

It is understood that the holds are to be insulated for refrigerating purposes, & that this work will be done either in Newport or London.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35 ft., R.Q.D. or Break ~ ft., Bridge Dk. 90 ft., F'castle 75.25 ft. (in feet and tenths). When 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) Two decks, steel. (Not covered with wood) Two tiers of Beams

Official No. 104813; Signal Letters

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, No 4 tank	88	187	Fore peak tank,	22	100
Double bottom, forward, No 1 tank 60 ft 13 in	60	130	After peak tank,	12	36
Double bottom, under Engines and Boilers, No 3 tank	64	71	Midship deep tank,		
Double bottom, if under Engines only, No 3 tank extends from within			Other tanks, if fitted,		
Double bottom, if under Boilers only, one frame space of the aft. bhd in the			(If necessary, furnish further information by sketch.)		
Eng. Rm. 6 below frame spaces forward of the forepeak bulkhead.					
State whether the above have been tested as required by the Rules Yes					

Order for Special Survey No. 379

Date 1.2.94

Order for Ordinary Survey No.

Date

No. 113 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 April 1 1894 May 15 24 25 28 31.
- 2nd. On the plating during the process of riveting June 11 13 16 19 20 22 25 27 July 3 4.
- 3rd. When the beams were in and fastened, and before the decks were laid 6 9 10 24 30 Aug. 2 6 14 21 29 30 31.
- 4th. When the ship was complete, and before the plating was finally coated or cemented Sept. 5 10 17 19 20 25 26 Oct. 1 2 6 9 10 15 22.
- 5th. After the ship was launched and equipped 26 Nov 2 5 7 8 14 17. (1894) Total No. of Visits 50

The amount of Entry Fee.....£ 5 : 0 : 0
Special Survey Fee ...£107 : 4 : 6
Travelling Expenses, if any £ : 8 : 0

Fees applied for, 29 Nov 1894
Received by me, 3.12.1894

Certificate to be sent to Belfast Office

I am of opinion this Vessel should be Classed +100 A1 steel Spar Deck
With, or without, Freeboard, as condition of Class Without

A. L. Jones
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. 4 DEC 1894

100 A1 Steel

Spar Deck

2 atcp

+ 2 mcl 11.94

1 shell (steel) + Spar Deck (Steel)

insure + deep framing

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that it is eligible to be classed 100 A1 (Steel) Spar Deck as recommended.

+100 A1 (Steel) Spar Deck

N.B. = G.W.D. 286' 2" x 44' 4" + 142' 53" 5" E.P.T. 100 A1

FK

W

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Lloyd's Register

Foundation

Hull Certificate.

BELG4-0106 (2-2)