

Spar, or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 4446

MON. 13 DEC 1894

State of Report is also sent on the Machinery of the Vessel *Y24*
Port of *Belfast* Date of completion of Report *Dec 8th 1894* Received at London Office
Survey held at *Belfast* Date, First Survey *April 13th 1894* Last Survey *Dec 4th 1894*
On the *Steel Spar Dk Screw Steamer "Ulstermore"* Rig *Schr.* 4 masts

TONNAGE under
Tonnage Deck... *4170.91*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk. *1333.50*
Total under Upper Dk. *6104.41*

No. of Poop *23.49*
of Bridge House *74.88*
of Forecasts *63.64*
Houses on Deck *63.64*
Crown of Room *63.64*
Tonnage *6326.42*
New Space *129.28*
Crown of Room *63.64*
FOR FEES... *6133.50*
ne Room *2024.45*
tion Spaces *29.91*
Tonnage *4142.78*
Beam... *4142.78*

SPAR, ~~AWNING OR PART AWNING-DECKED VESSEL,~~
or a Vessel having a continuous Shade Deck.

CLASS *+100A*

Half Breadth (moulded) *24.*
Depth from upper part of keel to top of Main Deck Beams *31.62*
For normal round of *13.*
Girth of Half Midship Frame (as per Rule) *51.29*
1st Number *107.16*
Length *440*
2nd Number *48007*
Proportions—Breadths to Length *9.3*
Depths to Length—Main Deck to top of Keel *14.1*

Master *John Henry*
Year of Appointment *1894*

Built at *Belfast*
When built *1894* Launched *Oct 16th*
By whom built *Harland & Wolff Ltd*
Owners *Wm Johnston & Co Ltd*
Managers *" " " "*
Residence *Liverpool*
Port belonging to *Liverpool*

Destined Voyage *Baltimore* If Surveyed while Building, Afloat, or in Dry Dock *While Build*

TH on Deck *440* Feet. Inches. BREADTH *48* Feet. Inches. DEPTH, top of Floors to Spar *34.6* Feet. Inches. Power of Horse. No. of Decks with flat laid *3*
Rule... *440* Moulded *48* Do. do. Main Deck Beams *27* *11 1/2* Engines *610* No. of Tiers of Beams *4*
of Ship per Register, Length *451* breadth *48.3* depth *34.6* Spar *34.6* Dk. Moulded depth, ft *30* ins. *11* To Main Dk. Round up of Beam, Main Dk. *8 1/2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.
RAIL, Angle, or <i>7</i> Bars, for $\frac{1}{2}$ length amidships	<i>7 1/2</i>	<i>3 1/2</i>	<i>12 1/2</i>	KEEL, Bar <i>angle</i> Plates, depth and thickness	<i>10 x 3 7/8</i>	<i>10 x 3 7/8</i>	<i>10 x 3 7/8</i>
Do. for $\frac{1}{2}$ at each end	<i>4 1/2</i>	<i>3 1/2</i>	<i>10</i>	STEM, moulding and thickness	<i>12 x 3 1/4</i>	<i>12 x 3 1/4</i>	<i>12 x 3 1/4</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	STERN-POST for Rudder do. do.	<i>12 1/2 x 1 3/4</i>	<i>12 1/2 x 1 3/4</i>	<i>12 1/2 x 1 3/4</i>
at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	" " for Propeller	<i>12 1/2 x 1 3/4</i>	<i>12 1/2 x 1 3/4</i>	<i>12 1/2 x 1 3/4</i>
Distance "of Frames from moulding edge to moulding edge, all fore and aft	<i>30</i>	<i>30</i>	<i>30</i>	MAIN PIECE of Rudder, diameter at head	<i>11</i>	<i>10 1/2</i>	<i>10 1/2</i>
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	do. at heel	<i>5 1/4</i>	<i>5 1/4</i>	<i>5 1/4</i>
DEEP FRAMING, depth of girder	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	RUDDER, how constructed <i>An ordinary forging with double plates</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				Can the Rudder be unshipped afloat? <i>Y24.</i>			
" in way of Engines and Boilers				KEELSONS AND STRINGERS.			
thickness at the ends of vessel				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
depth at $\frac{1}{2}$ the half-bdth. as per Rule				" Rider Plate			
height extended at the Bilges				" Bulb Plate to Intercoastal Keelson			
IS & BRACKETS, in Cell Dble Bottoms	<i>48</i>	<i>10</i>	<i>48</i>	" Horizontal Plates on Floors			
Distance apart	<i>30</i>	<i>30</i>	<i>30</i>	" Angles			
KE GIRDER, in Double bottom, depth and thickness	<i>40</i>	<i>12</i>	<i>40</i>	SIDE KEELSON, Angles			
" Angles, Top	<i>4</i>	<i>4</i>	<i>10</i>	" Bulb or Plate above floors, for length			
" Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>	" Intercoastal Plate, for length			
GIRDERS, number and thickness	<i>48</i>	<i>10</i>	<i>48</i>	" Attached to outside plating with Angle			
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	BILGE KEELSON, Angles			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>4</i>	<i>4</i>	<i>10</i>	" Bulb or Plate above floors, for length			
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	" Intercoastal Plate, for length			
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>30</i>	<i>11</i>	<i>30</i>	" Attached to outside plating with Angle			
" thickness in Engine and Boiler space	<i>10 1/2</i>	<i>11</i>	<i>12</i>	BILGE STRINGER Angles			
" Remainder in Holds	<i>9</i>	<i>9</i>	<i>9</i>	" Bulb Plate, for length			
MS, Spar <i>on Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb</i>	<i>7 x 3 1/2 x 3 1/2</i>	<i>10</i>	<i>7 x 3 1/2 x 3 1/2</i>	" Intercoastal Plate, for length			
Angles on upper edge	<i>30</i>	<i>30</i>	<i>30</i>	" Attached to outside plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>10</i>
Average space	<i>0 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>0 x 3 1/2 x 3 1/2</i>	" Bulb or Intercoastal Plate, for <i>entire</i> lng.	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>
MS, Main Deck, <i>Single Angle, Bulb Angle, Plate or Tee Bulb</i>	<i>Channel</i>	<i>Channel</i>	<i>Channel</i>	" Attached to outside plating with Angle			
Angles on upper edge	<i>30</i>	<i>30</i>	<i>30</i>	Spar, <i>on Awning Deck</i> Stringer Plates, breadth and thickness	<i>30</i>	<i>18</i>	<i>30</i>
Average space	<i>0 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>0 x 3 1/2 x 3 1/2</i>	" Angle on ditto	<i>5 x 5</i>	<i>10</i>	<i>5 x 5</i>
MS, Lower Deck, <i>Single Angle, Bulb Angle, Plate or Tee Bulb</i>	<i>Channel</i>	<i>Channel</i>	<i>Channel</i>	" Tie Plates, fore and aft, outside Hatchways	<i>3</i>	<i>3</i>	<i>3</i>
Angles on upper edge	<i>30</i>	<i>30</i>	<i>30</i>	" Diagonal Tie Plates, No. of prs.	<i>1</i>	<i>1</i>	<i>1</i>
Average space	<i>0 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>0 x 3 1/2 x 3 1/2</i>	" Deck, * Iron or Steel, for <i>entire</i> lng.	<i>1</i>	<i>1</i>	<i>1</i>
MS, Hold, <i>or Orlop, Plate or Tee Bulb</i>	<i>11</i>	<i>11</i>	<i>11</i>	" Wood Deck, Material and thickness	<i>36</i>	<i>36</i>	<i>36</i>
Angles on upper edge	<i>30</i>	<i>30</i>	<i>30</i>	Main Deck Stringer Plate, breadth & thickness	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Average space	<i>0</i>	<i>0</i>	<i>0</i>	" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>	<i>9</i>
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb				" Tie Plates, outside Hatchways	<i>1</i>	<i>1</i>	<i>1</i>
" Angles on upper edge				" Diagonal Tie Plates, No. of prs.	<i>1</i>	<i>1</i>	<i>1</i>
" Average space				" Deck, * Iron or Steel, for <i>entire</i> lng.	<i>0</i>	<i>0</i>	<i>0</i>
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb				" Wood Deck, Material and thickness	<i>35</i>	<i>35</i>	<i>35</i>
" Angles on upper edge				Lower Deck Stringer Plates, br'dth & thckn's	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
" Average space				" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>	<i>9</i>
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>6</i>	" Tie Plates, outside Hatchways	<i>2</i>	<i>2</i>	<i>2</i>
" Angles on upper edge				" Deck, * Material and thickness	<i>43</i>	<i>43</i>	<i>43</i>
" Average space				Hold, <i>or Orlop</i> Stringer Plate, br'dth & thckn's	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
PILLARS, In 'tween Deck, size and spacing	<i>3 1/2</i>	<i>3 1/2</i>	<i>60</i>	" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>	<i>9</i>
" Hold	<i>4</i>	<i>4</i>	<i>60</i>	" Tie Plates, outside Hatchways	<i>24</i>	<i>24</i>	<i>24</i>
" Quarter, 'tween Dks., "	<i>3 1/2</i>	<i>3 1/2</i>	<i>120</i>	" Deck, Material and thickness			
" in Hold	<i>4</i>	<i>4</i>	<i>120</i>	Poop Deck Stringer Plate, breadth & thickness			
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness	<i>48</i>	<i>10</i>	<i>48</i>	" Angles on ditto			
" No. of Side Stringers	<i>48</i>	<i>10</i>	<i>48</i>	" Tie Plates			
WEB FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness	<i>48</i>	<i>10</i>	<i>48</i>	" Deck, Material and thickness			
" No. of Side Stringers	<i>48</i>	<i>10</i>	<i>48</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
" Size of Angles <i>on Tee</i> to Web Frames	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	" Tie Plates	<i>15</i>	<i>15</i>	<i>15</i>
				" Deck, Material and thickness	<i>16</i>	<i>16</i>	<i>16</i>

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

BULKHEADS.	Number.	In Vessel.	Per Rule.	Thickness.	STIFFENERS.			
					Horizontal.	Vertical.	Spacing.	Height up.
W. T. BULKHEADS	<i>Y</i>	<i>Y</i>	<i>Y</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
PARTITION								
LONGITUDINAL								

Are the outside Plates doubled two spaces of Frames in length? *Lloyd's Register*

BEL64-0133 (12)

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		SINGLE OR DOUBLE.		RIVETS.		DOUBLE OR TREBLE AND FOR WHAT LENGTH.		RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Inches.	Diam.	Spacing or to cr.	Inches.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	For what length.
FLAT PLATE KEEL	51	20	18	16	51	20	Double	7	18	5	Double	18	4	20	20	12	Entire	12	Entire
(If Bar Keel, state Riveting)	51	15	14	14		15					Entire	1	3 1/2	14	14	12	Entire	12	Entire
GARBOARD OF A STRAKE																			
State actual thickness in way of Double Bottom.																			
B		14	11	14		14													
C		14	11	15		14													
D		14	11	15		14													
E		15	11	16		15													
F		15	11	16		15													
G		15	11	16		15													
H		14	11	13		14													
J		15	11	14		15													
K		14	11	14		14													
L		15	11	14		15													
M		14	11	11		14													
N		15	11	12		15													
O		16	11	11		16													
P	46	20	12	12	46	20		7	18		Double	2	1 1/2	4	3 1/2	14	16 1/2	20	Inside Outside
Q																			
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			

Manufacturer's name or trade mark of the ~~Iron~~ Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Martin, James & Per bar, Lank.*

Thin, and Steel Capped; Beams Dorman Long, Lank.

Shire; Floors & inner bottoms Summerlee & Mossend.

Stringers & decks Summerlee, Mossend & Consett; All

side plating: Beardmore, Consett, Stockton & Barrow.

Inside strake, overlapped and quadruple length amidship.

Spar or Lining Butts, treble riveted for half length amidship.

Stringer Plate (Straps, single, double or overlapped for 3/4 length amidship.)

Main Stringer Butts, treble riveted for entire length amidship.

Plate (Straps, single, double or overlapped for entire length amidship.)

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted: *Double*

Inner Bottom Plating, riveting of Edges *Double*

Centre Girder Butts, *Double*

Keelson Butts, *Double*

Frames, riveted through Plates with 1 in. Rivets, about 5/2 apart.

Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from *margin plate* to *Spar deck gunwale*.

REVERSED FRAMES on floors and frames extend from *before and abaft Channels* to *within 5 in. of Spar deck beam knees*, all to *Spar deck abaft peak bulkhead*, and all *rev. bars* to *Forecastle Stk.*

MASTS, SPARS, &c.

No Square Sails	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	120.0									
Topmast in one Main	"	120.0	20 x 20	22 x 20	19 1/2 x 20	8 x 20	3	3	3 1/2 x 3 1/2	Single	Double
Mizen	"	102.3	24 x 20	22 x 20	17 1/2 x 20	6 1/2 x 20	3	3	3 1/2 x 3 1/2		Double
Topmast, Yards and Remainder of Spars	Pine	91.0	22 x 20	20 x 20	15 x 20	6 x 20	3	3			
Rigging, Material and Size, Shrouds	Galv. Charcoal S. Wire	4 1/2, 4 1/4, 4 1/2									
Sails. One Complete	Suit of	fit headed									

EQUIPMENT No. *55336* LETTER *B+*

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
35655	1st Bower	62	0	4				49	12	2		61	1		Hall's Stockless	Linsley & Son, Rotherham	12 Nov
35656	2nd "	63	0	0				50				61	1		"	"	"
35657	3rd "	62	2	21				49	17	2		61	1		"	"	"
35658	4th "	51	1	7				43	4	2	21	51	1		"	"	"
35653	Stream	239	0	4				235							J.C. Craig & Co., S.S. Lewis	20 Oct	
35654	Kedge	19	1	5	0	16	20	1	3	14		19			Rodgers & Co., S.S. Lewis	10 Nov	
	and Kedge	9	3	2	2	7	11	15	2	14		9	2		"	"	"

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
25101	150	2 1/2	142.2	427.2	0.84	1000 x 2 1/2	Steel	Linsley & Son, Rotherham	18 Sep 94	TOWLINE	130	5 1/2	80	130 x 5 1/2
24273	150	4	427.0				link	"	"	HAWSER	90	4 1/2	39	90 x 4 1/2
										WARP	90	11		90 x 11
	120	5	64			120 x 5					90	7 1/2		

Boats *Two life boats and four others*

PHIPS, Number *0*

Windlass is *Hawfield's patent and good*

Engine Room Skylights.—How constructed? *of steel on engine casing above Spar deck.*

What arrangements for deadlights in bad weather? *Solid top with hells eyes.*

Coal Lunker Openings.—How constructed? *of plates & angles* How are lids secured? *with hatch bars* Height above deck? *9 in.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *15 Scuppers each side.*

Ceiling in Holds, thickness and material *3 in. Memel.* Ceiling tween Decks, thickness and material *6 x 2 Spruce.*

Cargo Hatchways.—How formed? *plates and angles* Hatches, If strong and efficient? *Yes 3 Solid.*

State size No. 1 Hatch (Forward) *16.0 x 10.0* No. 2 Hatch *15.0 x 10.0* No. 3 Hatch *10.0 x 10.0* No. 4 Hatch *10.0 x 10.0*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Two shifting beams in No. 2 and 3 and one in No. 4*

all the others except No. 7.

No. of Breasthooks *eight* No. of Crutches *four*

Bulwarks, height above deck and description *none.—hand railing* Main Rail, material and size *—*

The above is a correct description. *Gulund & Wolfe & Co.* Surveyor's Signature *James Curpin*

Signature (here only) *Gulund & Wolfe & Co.* Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case). *M Feb. 9. 22,*

Mar. 9, April 6, & May 12th 1894

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where butted, but mostly overlapped*

Is the riveted work properly closed? *yes.*

Are the liners between the frames and plates solid single pieces? *yes.*

to plate, &c., conform well to each other? *yes.*

Do the holes for riveting plate to frames, butt straps, or plate

from the faying surfaces? *yes.*

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

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 plan of midship section forwarded on the 7th inst. and the accompanying tracing of profile, also with those approved for the S.S. "Templemore", of which this vessel is a duplicate, with the addition of a light Forecastle, the Secretary's letters dated as above have been complied with, and the Rules in other respects have been adhered to.

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

All pumps, sluice valves and watertight doors have been attended to as required for Circular 880.

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

See First Entry Report No. 4337 on "Templemore" Sister vessel

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break — ft., Bridge Dk. — ft., Forecastle *50* 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) *3 Dks (2 Stl 1 Iron) 4 tr B.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Portland 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,	<i>110</i>	<i>211</i>	<i>Fore peak tank,</i>			<i>113</i>	<i>44</i>
Double bottom, forward,	<i>192</i>	<i>462</i>					
Double bottom, under Engines and Boilers,	<i>90</i>	<i>227</i>					
Double bottom, if under Engines only,	—	<i>960</i>	Other tanks, if fitted,				
Double bottom, if under Boilers only,	—		(If necessary, furnish further information by sketch.)				

State whether the above have been tested as required by the Rules. *yes*

Order for Special Survey No. <i>382</i>	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	<i>April 13, 18, 27; May 8, 11, 14, 19, 24, 31;</i>
Date <i>April 25, 94</i>		2nd. On the plating during the process of riveting	<i>June 2, 7, 13, 18, 25, 29; July 6, 8, 20, 25; Aug.</i>
Order for Ordinary Survey No. —		3rd. When the beams were in and fastened, and before the decks were laid	<i>9, 15, 23, 24, 29; Sep 4, 5, 12, 13, 19, 20; Oct.</i>
Date —		4th. When the ship was complete, and before the plating was finally coated or cemented ...	<i>1, 8, 12, 16, 17, 26, 29; Nov. 1, 5, 6, 12, 15, 21, 26;</i>
No. <i>2000</i> in builder's yard.		5th. After the ship was launched and equipped	<i>20; Dec 3, 4, 1894</i>
			Total No. of Visits <i>47</i>

The amount of Entry Fee £ *5* : : : Fees applied for, *P. 12, 1894*
Special Survey Fee £ *17 6 6* Received by me, *11/14/94 J.M.*
Travelling Expenses, if any £ : : :

Certificate to be sent to *this office*
James Turpin

I am of opinion this Vessel should be Classed *+100A1 Steel*
With, ~~without~~ Freeboard (as condition of Class) *Additional bulkheads as per Section 20* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned

2 A & CP
+ 2 Mc 12, 94
2 Dks (Stl) 1 Spar dk (Iron) 4 tr B.

Admt B.Hds. as per Section 22 not fitted between main & Spar dks.

This vessel appears to have been built in accordance with the approved plan, and it is suggested that she be classed 100A1 (Steel) Spar deck, with freeboard, and with the notation "Additional bulkheads as per Section 22, not fitted between main & Spar dks." approved by distance measurement. The summer tributary of 12.5' from bottom of deck to top of headstays, deck line of Spar deck, now marked on the vessel's side, to be marked in the Register Book, and further the remaining particulars, as shown on the accompanying correspondence, to be marked in the certificate of classification.

+100A1 (Steel) Spar deck with freeboard
2 Dks (Stl) & Spar dk (Iron) 4 tr B

Additional Bulkheads as per Section 22, not fitted between main & Spar dks.

N.B. = Cal. D.B. as 110' on E & P. 95' & 192' 9000 EP. D.B. = 110'

E.K. & B.K. 3"