





BULKHEADS. No. in Vessel 15. W.T. BULKHEADS. Thickness Angles Spacing. No. Req'd. by Rule 3. Height up. Singl or Dble. Frames. Ceiling betwixt Decks, thickness and material. in hold do. do. Number of Breasthooks Crutches. PARTITION LONGITUDINAL. Are the outside Plates doubled two spaces of Frames in length?

The FRAMES extend in one length from Centre line to Upper Deck. The REVERSED ANGLE on floors and frames from Centre line to Upper & Main Decks. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Garboard, double riveted to Bar Keel. Flat Plate Keel, with rivets. Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted. Butts from Keel to turn of Bilge, worked clencher, double riveted. Butts of all Strakes at Bilge for whole length, treble riveted. Edges from Bilge to Sheerstrake, worked clencher, double riveted. Butts from Bilge to Sheerstrake, worked clencher, double riveted. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted. Butts of Middle Deck Stringer Plate, treble riveted. Butts of Upper Deck Stringer Plate, treble riveted. Butts of Inner Bottom Plating, single riveted. Breadth of edge laps of Shell Plating in double riveting. Butt Straps of Shell Plating, breadth and thickness. Butt Straps of Keelsons, Stringer and Tie Plates, treble riveted. Manufacturer's name or trade mark of the Iron or Steel. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c, conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped?

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS				No. of plates in round	ANGLES		RIVETING	
			At Partners	Heel	Round	Head		Number	Size	Seams	Butts
Fore	Steel	50.6	26x9/16	26x9/16	22x9/16	-	Two	-	-	double	full
Main	"	52.6	24x7/8	24x7/8	20x7/8	-	-	-	-	double	full
Mizzen	Wood	86.0	-	18"	13"	-	-	-	-	-	-

Topmasts, Yards and Remainder of Spars. RIGGING, Material and Size, Shrouds. Sails, One Complete. Suit of Schooner. Sails, and the following: ANCHORS.

EQUIPMENT NO. 39121. LETTER W

Number of Certificate.		WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.			WEIGHT REQ. PR RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.						
15072	1st Bower	50	0	9	-	-	42	9	0	7	50	0	0	Shackles	H. P. Parkes	Sept 10/92 A. Sault	
15073	2nd "	47	2	19	-	-	40	19	1	14	50	0	0	"	"	"	
15101	3rd "	45	1	0	-	-	39	8	0	14	42	2	0	"	"	"	
	4th "										142	2	0	"	"	"	
	Collective weight	142	0	0													
15117	Stream	12	1	27	3	2	10	14	6	1	0	12	0	0	Ordinary	H. P. Parkes	Sept 27/92 A. Sault
15118	Kedge	6	0	23	1	1	26	8	10	0	0	6	0	0	"	"	"
15716	2nd Kedge	3	0	13		3	10	5	12	0	21	3	0	0	"	"	"

Cast Steel  
Sept 10/92  
C. H. Smith  
if Patent State Name of Inventor.

HAWSERS AND WARPS.

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. Material. Fathoms. Size. Fathoms & size. Per Rule. BOWTS. Pumps. The Windlass is. Engine Room Skylights. What arrangements for deadlights in bad weather? Coal Bunker Openings. Number of Scuppers, and number and dimensions of Freeing Ports, &c. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The above is a correct description. Signature (here only). Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.



Order for Special Survey No. 34 Date 21<sup>st</sup> April 192  
Order for Ordinary Survey No. Date  
No. 215 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 1892. May 2. 5. 31. June 2. 13. 16. 20. 28. 30. July 5. 8. 12. 14  
2nd. On the plating during the process of riveting 18. 25. 27. Aug 2. 5. 9. 12. 15. 19. 23. 25. 31. Sept 5. 9. 14. 19. 21. 23. 24  
3rd. When the beams were in and fastened and before the decks were laid 28. Oct 4. 5. 7. 8. 11. 13. 15. 18. 19. 22. Nov 2. 8. 14. 17. 18. 23. 25. 29. Dec 2  
4th. When the ship was complete, and before the plating was finally coated or cemented 7. 10. 13. 14. 16. 17. 19. 22. 23. 29. 30. 1893. Jan. 4. 5. 7. 9. 10. 11. 12. 13  
5th. After the ship was launched and equipped 16. 17. 18. 21. 23. 24. 26. 28. 31. Feb. 1. 2. 6. 15. Total No. of Visits 89.  
State dates and initials of letters respecting this case (M) 24<sup>th</sup> Mar/92 (M) 31<sup>st</sup> Mar/92 (M) 11<sup>th</sup> Apr/92 (M) 16<sup>th</sup> May/92 (M) 14<sup>th</sup> Sep/92 (E) 14<sup>th</sup> Sep/92 (E) 20<sup>th</sup> Oct/92

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 dates and in other respects in accordance with the Rules. The steel used in her construction has been manufactured at the Works as set forth on this report and duly tested by one of the Society's Surveyors, and the workmanship throughout is good. The iron forgings have been manufactured by the A.C. & A.C. Co. L<sup>td</sup> and examined during construction. An intercostal stringer has been fitted along the inside edge of the shade deck stringer plate from the forward Cofferdam to the after Cofferdam and additional web frames have been fitted in the tween decks between the upper and shade decks. The oil tanks have been tested with a head of water 16 ft. above the upper deck and found satisfactory.

See job report 10284

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle 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) 2 Shd (Steel) and Web frames and Shade Dk  
Official No. Signal Letters

PARTICULARS OF WATER BALLAST.—  
Double bottom, aft length 24 ft. and water capacity in tons 62.7. Double bottom, forward, length — and water capacity in tons —  
Double bottom, under engines and boilers, length 64 ft. and water capacity in tons 144. If under engine only, or boilers only, state which  
Double bottom, constructed on the cellular system, length 88 ft. and water capacity in tons 206.6.  
2 Fore peak tanks water capacity in tons 281.5 = 436. After peak tank, water capacity in tons 95.  
Midship deep tank, length — and water capacity in tons — Other tanks, if fitted, length — and water capacity in tons —  
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, in Cargo holds under E.R. and peaks. Outside Paint.  
No cement in oil compartments

FREEBOARD assigned by the Committee, as per Secretary's Letter dated 7<sup>th</sup> Feb/93  
In Summer 5 ft. 6 ins. In Winter 5 ft. 10 ins. For Winter in North Atlantic 6 ft. 3 ins. Fresh Water above the centre of disc 5 1/2 ins.  
Statutory deck line at To top of Wood, Iron or Steel Upper Deck. Statutory deck line 2" up.

The amount of Entry Fee £ 5 : 0 : 0 is received by me, Special £ 19 : 8 : 0 Certificate £ —  
Travelling Expenses, if any £ —  
I am of opinion this Vessel should be Classed 100 A 1 (Steel) Shade Dk. Carrying Petroleum in Bulk.  
2 Shd (Steel) Web frames & Shade Dk. Etc. Right.  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 28 FEB 1893  
Character assigned 100 A 1 Steel Shade dk. Carrying Petroleum in Bulk.  
2 L & C + 2 Me 2, 93  
2 Shd (Steel) Web frames & Shade dk.  
Cert's wanted  
FPT 154 6 Deep Tank 281 5  
BRW 42-0006(2/2)