

Spar, Awning or
Part Awning Dk.

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel

6957
(Received at London Office)

Date of completion of Report

Port of

Survey held at

Date, First Survey

Last Survey

1890

NAME under

Registration Deck

Between Tonnage Dk.

3rd, 4th, Spar or

Awning Dk.

under Upper Dk.

Poop

Rais d'Or.

or Break

Bridge House

Houses on Deck

excess of Hatchways

Forecastle

above Crown of

Engine Room

Tonnage

Crew Space

above Crown of

Engine Room

AGE FOR FEES

Engine Room

Navigation Spaces

Master Tonnage

cut on Beam

SPAR, AWNING OR PART AWNING DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS

FEET.

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck Beams

Girth of Half Midship Frame (as per Rule)

1st Number

Length

2nd Number

Proportions Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage

Master

Year of Appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

GTH on Deck per Rule. 298.6 BREADTH Moulded 38.4 DEPTH, top of Floors to Spar or Awn. Dk. Beams 20.6 Power of Engines 220 No. of Decks with flat laid No. of Tiers of Beams 8

Dimensions of Ship per Register, Length 300 breadth 39.0 depth 20.5 Spar or Awn. Dk. Main Deck Moulded depth, ft 23 ins. 2 To Main Dk. Beam, Main Dk. 8 ins.

FORGINGS AND CASTINGS.

Side Plates, depth and thickness

moulding and thickness

POST for Rudder do do

for Propeller do do

PIECE of Rudder, diameter at head do at heel

DER, how constructed

the Rudder be unshipped afloat?

FRAMING.

ME Angles, or Bars for length amidships

for at each end

in way of Double Bottoms

ence of Frames from moulding edge to

oulding edge, all fore and aft

ERSED FRAME Angles

ORS, depth and thickness of Floor Plate

at mid-line for length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at the half-bdth. as per Rule

height extended at the Bilges

ORS & BRACKETS, in Cell Dble Bottoms

Distance apart

TRE GIRDER, in Double bottom, depth

and thickness

Angles, Top

GIRDERS, number and thickness

Angles

GIN PLATE, depth (exclusive of flange)

and thickness

Angles

R BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds

US, Spar or Awning Deck, Single Angle

Bulb Angle, Plate or Tee Bulb

Angles on upper edge

Average space

IS, Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

IS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

IS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Average space

IS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

IS, Bridge Deck, Angle, Bulb Angle

Plate, or Tee Bulb

Angles on upper edge

Average space

IS, Forecastle Deck, Angle, Bulb Angle

Plate or Tee Bulb

Angles on upper edge

Average space

IS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on upper edge

Average space

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Plate, or Tee Bulb

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Average space

BULKHEADS. No. in Vessel 5 No. Req'd. by Rule 5

Ceiling betwixt Decks, thickness and material 2 1/2

W. T. BULKHEADS

Number of Breasthooks 3

Crutches 2

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

The FRAMES extend in one length from Bulk side and from Gunwale

The REVERSED ANGLE on floors and frames extend from middle line to Bulk side, and from Bulk side to Gunwale

side stringers, and Main Deck, and to Lower Deck S.A. and Upper Deck Alternate to Forecastle

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 Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, and double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 3 1/4 in. length; with rivets 1/8 in. dia., averaging 3 1/2 ins. from cr. to cr.

Three outside strakes overlapped for whole length, treble riveted for 3 1/4 in. length; with rivets 1/8 in. dia., averaging 3 1/2 ins. from cr. to cr.

Butts of Inside Strakes at Bilge for half length, treble riveted with Butt Straps 4 1/2 in. length, thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1/8 in. diameter, averaging 3 3/8 ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 1 1/4 in. length; with rivets 1/8 in. dia., averaging 3 1/2 ins. from cr. to cr.

overlapped for length, treble riveted for length, with rivets in. dia., averaging ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for 5 in. length amidships.

Butts of Inner Bottom Plating double riveted for half length.

Breadth of edge laps of Shell Plating in double riveting 5 1/4

Butt Straps of Shell Plating, breadth and thickness 16 3/4 x 15-14-12

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted Double & 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.? Down's Iron & Steel Co's. Siemens-Martin process.

Plates and angles rolled.

Workmanship. Are the butts of plating planed or otherwise fitted? Yes Planed

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

from the faying surfaces? Yes

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

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

MASTS, SPARS, &c.

Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANODES.		RIVETING.	
		Heel.	Hounds.	Head.	Number.		Size.	Seams.	Butts.	
Auxiliary Fore	Steel 80.0	24 x 1 1/2	18 x 1 1/2	14 x 1 1/2	Two			Double	Double	
Main	Steel 41.0	22 x 1 1/2	16 1/2 x 1 1/2	13 x 1 1/2	Two					
Mizen										

Bowsprit

Topmasts, Yards and Remainder of Spars Work Yard 56 feet long x 15 in. at Stays

Rigging, Material and Size, Shrouds 3/4 iron wire Running gear main

Sails. One complete Suit of sails Sails and the following spare sails

EQUIPMENT No. 24596 LETTER F ANCHORS.

Number of Certificate.	Description of Anchor.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. P.R. RULE			Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.
19230	1st Bower	42	2	20				34	13	3	0	42	2	0	Haslem	20 August 1889
19225	2nd	42	2	6				34	11	3	14	42	2	0	Stock	
19229	3rd	36	1	0				33	5	2	14	36	1	0	Auch	
	4th															
	Collective weight	120	1	26								121	1	0		
26180	Stream	11	0	18	2	3	13	12	2	0	10	3	0	Ordinary	20 August 1889	
24484	Kedge	5	1	18	1	5	4	6	1	0	5	2	0			
26184	2nd Kedge	2	2	3	3	3	5	2	2	0	2	2	0			

CHAIN CABLES.

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.
				Cwts.	qrs.								
14440	135	1 1/8	88.3	26	13.5	1 1/8	Stud Link of Wire Rope	W. & A. R. & Co.	20 August 1889	Towline	100	1 1/8	100 9 1/2
14738	135 1/2	1 1/8	88.3	26	13.5	1 1/8	Stud Link of Wire Rope	W. & A. R. & Co.	20 August 1889	Hawser	90	1 1/8	90 9 1/2
											90	1 1/8	90 9 1/2
											80	1 1/8	80 9 1/2
	90	4 1/2	39				Steel Wire	W. & A. R. & Co.	20 August 1889		90	4 1/2	90 9 1/2

Boats Two Life Boats of 22 ft. in length, and two cutters of 18 ft. in length

Pumps, Number Eight Diameter of Barrel and Tail Pipe Barrel 6" Tail Pipe 3"

The Windlass is of Iron. Clarke, Chapman, Parsons & Co's Capstan

Engine Room Skylights. How constructed? Steel Comings & Headlids

What arrangements for deadlights in bad weather? Steel Shutters with Bull's Eyes

Coal Bunker Openings. How constructed? Steel Comings How are lids secured? With Bars Height above deck? 18 in.

Number of Scuppers, and number and dimensions of Freecing Ports, &c. In Well Two Scuppers & two Ports 3.0 x 2.0

R. 2. Deck Three Scuppers and three Ports 2.3 x 1.3

Cargo Hatchways. How formed? Steel Comings & Headlids Hatches. If strong and efficient? Yes 2 1/2"

State size No. 1 Hatch (Forward) 15.10 x 14.7 x 3.6 No. 2 Hatch 25.10 x 14.7 x 3.6 No. 3 Hatch 25.10 x 14.7 x 3.6 No. 4 Hatch 20.10 x 14.7 x 3.6

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 one strong beam No. 2 3.3 No. 3 3.3 No. 4 3.3

No. 4 one deep wet plate Three fore and afters (iron) in each Hatch

Bulwarks, height above deck and description Steel Plating Height 5 1/2 Main Rail, material and size 6 x 3 x 1/2

The above is a correct description.

Builder's Signature (here only) J. W. Wilson

Surveyor's Signature J. G. R. R. R.

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

Order for Special Survey No. 36
Date 8th Feb 1889
Order for Ordinary Survey No.
Date
No. 9 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 } 1889. April 5. May 3. 13. 28. 31 June
2nd. On the plating during the process of riveting } 6. 14. July 1. 11. 23. 24. 26. 31. August 8. 14
3rd. When the beams were in and fastened, and before the decks were laid } 21. 22. 26. 29. Sep. 3. 9. 18. 26. Oct 4. 15. 21. 24. 25. Nov
4th. When the ship was complete, and before the plating was finally coated or cemented } 5. 10. 25. 28. Dec 2. 11. 12. 16. 31. 1890. Jan 3. 9. 16. Feb 5. 25. 27. May
5th. After the ship was launched and equipped } 12. 13. July 8. 9. 10. 11. 12. 14. 15. 16. 17. 18.
State dates and initials of letters respecting this case 10th Jan 1889 (M). 2nd Feb 1889 (M). 4 Aug 1889 (W). 2 Dec 1889 (P)

General Remarks (State quality of workmanship, &c.) The Workmanship is good and efficient, and the vessel in all the details of construction & equipment, satisfactory. She is built in accordance with the accompanying Plans as approved by the Committee, and otherwise in accordance with the Rules. She is constructed with a cellular Double Bottom extending from the Collision to the Stiffing End Bulkhead, and has a Raised Quarter Deck 118.45 feet in length, a Bridge House 122 feet in length, and a Top Gallant Forecastle 29.5 feet in length.
An efficient Steam Steering Engine (Davis & Co's Patent), and after screw gear by J. Harris & Co. are fitted, also four Steam Movers of Clarke Chapman & Co's Patent. The vessel is well found in all parts of her equipment.
The various Compartments of the cellular Double Bottom have been tested with a pressure of water to the height of the Load W. Line, and the Plank Bulkheads have also been tested by water pressure.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116 1/2 ft., R.Q.D. or Break 116 1/2 ft., Bridge Dk 122 ft., F' castle 29.5 ft., (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated the Raised Quarter Deck and Bridge House are connected.
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) 1 dk (steel). 16 Bms & web frames fore & 2 Bms & web frames aft
Official No. 98134; Signal Letters

PARTICULARS OF WATER BALLAST—
Aft Double bottom, aft length 96 ft and water capacity in tons 166 C^{ts} Double bottom, forward, length 116 and water capacity in tons 245 C^{ts}
Double bottom, under engines and boilers, length 38 and water capacity in tons 99 C^{ts} If under Engines only, or Boilers only, state which
Double bottom, constructed on the cellular system, length (total) 250 feet and water capacity in tons (total) 370
Fore peak tank, water capacity in tons After peak tank, water capacity in tons
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have all now been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 22nd May 1890
In Summer 2 ft. 4 ins.
In Winter 2 ft. 4 1/2 ins.
For Winter in North Atlantic 3 ft. 0 ins.
Fresh Water above the centre of disc 5 ins.
To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.
To top of steel main deck

The amount of Entry Fee £ 5 : 0 : 0 is received by me, £ 5 : 11 : 0
Special... £ 89 : 1 : 6 15.8.1890 2.5.90
Certificate* £ Gratis
Travelling Expenses, if any £

I am of opinion this Vessel should be Classed 100 A. 1. Steel. 1 dk (steel). 16 Bms & web frames fore, 2 Bms & web frames aft. Freeboard as above
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned 100 A 1 Steel
+ 16 Bms & web frames
well dk
Record Freeboard
J. G. Rule
21/7/90
Lloyd's Register Foundation