





BULKHEADS. No. in Vessel 4. No. Req'd. by Rule 4. Ceiling betwixt Decks, thickness and material. W. T. BULKHEADS. 5/20. PARTITION... LONGITUDINAL. Vrtel. 3/2 1/2 3/2 5/2. Hrztl. 1/2 2 1/2 1/2 4 8. Vrtel. Hrztl.

The FRAMES extend in one length from Keel to Main deck stringer Riveted through Plates with 5/8 in. Rivets, about 4 1/2 apart. The REVERSED ANGLE on floors and frames extend from Bilge to Bilge in one length.

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 1/2 in. diameter, averaging 4 3/4 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1/4 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 whole length, with rivets 1/4 in. dia., averaging 3 1/2 ins. from cr. to cr. Butts of Strakes at Bilge for whole length, treble riveted with Butt Straps thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets 1/4 in. diameter, averaging 3 1/2 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for whole length, with rivets 1/4 in. dia., averaging 3 1/2 ins. from cr. to cr. Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for whole length amidships. Butts of Main Stringer Plate, treble riveted for whole length amidships. Single or Double Butt Straps to Stringer Plate for whole length. Butts of Inner Bottom Plating, treble riveted for whole length. Butts of Centre Girder, riveted. Breadth of edge laps of Shell Plating in double riveting 4 1/2. Breadth of edge laps of Shell Plating in single riveting 2 1/2. Butt Straps of Shell Plating breadth and thickness 9/16 x 5/8. Butts, if Lapped, breadth of laps 4 1/2. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted?

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. Clyde Bridge Steel Works, Mossend Steel Works, Newlon Steel Works, Blochairn Steel Works. 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 the plating? A few in butts. Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

MASTS, SPARS, &c.											
No.	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates In round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
1 LOWER MASTS....	Fore .....	Pitch Pine 58.6	13 1/2	11		10 1/2					
	Main .....	" " 38.6	clipped on deck	9		7					
	Mizen .....										
Bowsprit .....			Double bottom, forward, length				Double bottom, forward, length		Double bottom, forward, length		
Topmasts, Yards and Remainder of Spars .....											
Rigging, Material and Size, Shrouds .....		Wire Rope 2 1/2				Stays		Wire Rope 3			
Sails, Fore Main sail .....		Suit of 7 Stay sail				Sails, and the following spare sails		Ric.			

EQUIPMENT No.				LETTER <i>B</i>				ANCHORS.														
Number of Certificate.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE.			Description of Anchor.								
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.									
<i>29977</i>	<i>5</i>	<i>1</i>	<i>8</i>				<i>7</i>	<i>14</i>	<i>0</i>	<i>7</i>	<i>4</i>	<i>1</i>		<i>Cast steel head</i>								
<i>29976</i>	<i>5</i>	<i>0</i>	<i>25</i>				<i>7</i>	<i>11</i>	<i>3</i>	<i>14</i>	<i>4</i>	<i>1</i>		<i>Stockless.</i>								
3rd "														"								
Collective weight	<i>10</i>	<i>2</i>	<i>5</i>								<i>8</i>	<i>2</i>										
Stream	<i>1</i>	<i>3</i>	<i>14</i>				<i>No test.</i>				<i>1</i>	<i>1</i>										
Kedge	<i>3</i>	<i>2</i>																				
2nd Kedge							<i>"</i>	<i>"</i>				<i>2</i>										

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.	
19454	120	3/4	15 1/2 x 10 1/2	—	120 x 3/4	Shedlock's Patent	Shedlock's Patent	Shedlock's Patent	Towline	45	4	75 x 6	
19471	45	9/16	7 1/2 x 3 3/4	—	45 x 9/16	Shedlock's Patent	Shedlock's Patent	Shedlock's Patent	Hawser	30	4	90 x 4	

Boats. One. Pumps, Number. Three. The Windlass is. Steam. Diameter of Barrel and Tail Pipe. 3 1/2 x 1 1/2. Capstan. Steam, winch. Engine Room Skylights. How constructed? Leak. What arrangements for deadlights in bad weather? Bulls eyes. Coal Bunker Openings. How constructed? Capstan. How are lids secured? Kels. 1 day. Height above deck? Fair pull, dist. Number of Scuppers, and number and dimensions of Freeing Ports, &c. 8 Scuppers & 8 Ports. 24 x 8. Cargo Hatchways. How formed? Plating & angle. State size No. 1 Hatch (Forward) 4.0 x 5.6. No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. Steel 3.0. Main Rail, material and size. Pitch Pine 8 x 3. The above is a correct description. Builder's Signature, here only. Coa & Co. Surveyor's Signature. J. H. Landrey. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 121. Date 23 Nov 1899. Order for Ordinary Survey No. Date. No. 33 in builder's yard. State dates and initials of letters respecting this case. November 21-26 M. 4 December (W) 26 January (W). General Remarks (State quality of workmanship, &c.) Good. This vessel is well built in accordance with the annexed tracings of midship section and profile, and in all other respects, as required by the Rules. The Collision bulkhead tested as required by the Rules and found good. Copy of Certificate of Cast Steel Leads, of Tyack's Patent Anchor.

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. April 10, 17, 25; May 14, 16; June 3, July 25; October 3, 22; November 8, 22; January 3, 7; February 3. March 2. Total No. of Visits 14.

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 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.

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). Official No. ; Signal Letters.

PARTICULARS OF WATER BALLAST. Double bottom, aft, length and water capacity in tons. Double bottom, forward, length and water capacity in tons. Double bottom, under engines and boilers, length and water capacity in tons. If under Engines only, or Boilers only, state which and water capacity in tons. Double bottom, constructed on the cellular system, length and water capacity in tons. 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 been tested as required by the Rules. (If necessary, furnish further information by sketch.) How are the surfaces preserved from oxidation? Inside Paint & Cement. Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated. In Summer. In Winter. For Winter in North Atlantic. Fresh Water above the centre of disc. To top of Wood, Iron or Steel Upper Deck. The amount of Entry Fee. £ 9 : 4. is received by me, J. H. Landrey. Certificate to be sent to Messrs. Overley & Westray, 45-Deadenhall Street, London E.C. Travelling Expenses, if any £ 100 M. I am of opinion this Vessel should be Classed. TUES. 7 APR 1899. Committee's Minute. Character assigned. + L. hrb 3/9. 100A 1 Steel. L. A. C. R. 1 Deck. It is submitted that this vessel appears eligible to be Classed 100A 1 (Steel) as recommended.

