





6843-92

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

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

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

Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If of Iron or Steel give Specifications of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

The spars are constructed in accordance with the approved sketch attached hereto.

NUMBER for EQUIPMENT 25607

N.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Supplied.
	Fore Sails,	Chain .....	134-3	1 1/2	82-15-0-0	270-1 1/2	31 Oct/84	Bower Anchors	1	32-3-2	30-15-2-14	32-0-0	1 Nov/84
	Fore Top Sails,	Iron Stream Chain	135-3	1 1/2	82-15-0-0	270-1 1/2	31 Oct/84		1	32-3-23	30-17-2-0	32-0-0	29 Nov/84
	Fore Topmast Stay Sails,	or Steel Wire ..	75	1 1/2	34-2-2-0	75-1 1/2	31 Oct/84		1	28-0-20	27-6-1-0	27-1-0	—
		or Hempen Stem Cable .....											
	Main Sails,	Towline, Hemp.											
	Main Top Sails,	or Steel Wire ..	90	4 1/2	33-0-0-0	90-4 1/2		Stream Anchor	1	10-1-9	12-6-2-7	10-2-0	1 Nov/84
		Hawser .....	90	9 1/2		90-9 1/2		Kedge	...	5-1-20	7-16-1-0	5-1-0	—
		Warp .....	90	8		90-8		2nd Kedge	...	2-2-0	5-0-0-0	2-2-0	5 Nov/84
		quality good	90	7									

Standing and Running Rigging - Nine Tattums sufficient in size and good in quality. She has 3 Life Long Boats and 20 others

The Windlass is Hatfield's patent Capstan good and Rudder good Pumps as approved.

Engine Room Skylights. How constructed? Lead on iron casing How secured in ordinary weather? Bolted

What arrangements for deadlights in bad weather? Sheet glass protected by metal gratings & tarpaulins

Coal Bunker Openings. How constructed? 3 Coaling ports & 2 How are lids secured? Bayonet fitting Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Open Pulverizers.

Cargo Hatchways. How formed? Iron coaming 18 ins. high.

State size Main Hatch 15' 10" x 10' 8" Forehatch 11' 10" x 8' 0" Quarterhatch

If of extraordinary size, state how framed and secured? None do.

What arrangement for shifting beams? 1 Shifting beam in Main Hatch

Hatches, If strong and efficient? Yes Solid.

Order for Special Survey No. 1410

Date 4<sup>th</sup> Oct 1883

Order for Ordinary Survey No.

Date

No. 26 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
- 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

State dates of letters respecting this case 1883. Sep 13. 1884 Jan 26. Mar 31. Apr 7. 10. Oct 3.

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been constructed

in accordance with the accompanying approved sketches (11 in no.) of British Ship Section, Profile & Deck plans, Strengthening Machinery Space, plans of part Main, Aft, & Fore Decks, longitudinal sketch showing position of cargo and coaling ports, load line &c., sketch showing details of cargo ports, arrangement of water ballast tanks, plan of steel bracing, and pumping arrangement, two towing reports are also attached hereto. This vessel has been constructed with a double bottom throughout and which is divided into six separate tanks, the fore & after peaks are also fitted for water ballast to the height of the lower deck. Each compartment of the double bottom and both the peaks have been tested as required by the Rules & found satisfactory, at the after end of the engine room there is a well four feet wide. The lengths & capacities of the several compartments of the double bottom are as follows:— No. 1 (from forward) 34.6 tons - 40 ft. No. 2. 100.3 tons - 60 ft. No. 3. 57.1 tons - 32 ft. No. 4. 50.8 tons - 28 ft. No. 5. 44.5 tons - 32 ft. No. 6. 16.6 tons - 28 ft. The foreboard of 2' 4" 6" Main deck and 9' 7" 6" Aft deck, with a fresh water allowance of 4 1/2 inches as approved by the Committee 10<sup>th</sup> Nov 1884 has been marked on the vessel's sides in accordance with Circular No. 472\*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed 100 A.1. Aft, & Fore Decks 3 Decks (1 Iron) 3 tiers of beams.

The amount of the Entry Fee £ 5 : - : - is received by me,

Special £ 45 : 16 : 6 14/10/1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

TUESDAY 17 FEB 1885

18

100 A.1

1 Aft & 2 Fore Decks

3 Decks (1 Iron) 3 tiers of beams

Surveyor to Lloyd's Register of British and Foreign Shipping



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