

10097-96

BULKHEADS. No. in Vessel *Seven* No. Reqd. by Rule *Six*

	Thickness	Angles	Spacing	Height up	Sngl. or Dbl. Frames
Ceiling betwixt Decks, thickness and material <i>6"x2 1/2" Spar</i>					
" in hold do. do. <i>Red Pine 2 1/2"</i>					
W. T. BULKHEADS	<i>8 1/2 x 7 1/2</i>	Vrtcl. <i>6 1/2 x 10 1/2</i> Hrztcl. <i>9 1/2 x 10 1/2</i>	<i>30"</i>	<i>Spar Deck</i>	<i>Double Frames</i>
PARTITIONS	<i>5 1/2</i>	Vrtcl. <i>4 1/2 x 9 1/2</i> Hrztcl. <i>9 1/2 x 10 1/2</i>	<i>40"</i>		
LONGITUDINAL		Vrtcl. <i>✓</i>			

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

The **FRAMES** extend in one length from *Keel to Margin plate and thence to gunwale* Riveted through Plates with *1* in. Rivets, about *6* ins. apart

The **REVERSED ANGLE** on floors and frames extend from *Middle line to Margin Plate, and thence to Spar deck all fore & aft: alternately to Spar & Forecastle decks in way of 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 *one* in. diameter, averaging *4 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *one* in. diameter, averaging *4 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* lgth.; with rivets *one* in. dia., averaging *3 1/2* ins. from cr. to cr.

Butts of *Strakes at Bilge for* *length, treble riveted for* *length, with rivets* *in dia., averaging* *ins. from cr. to cr.*

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *1* in. diameter, averaging *4 1/2* ins. from centre to centre.

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

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for *whole* length, *with double straps for 1/2 length*

Butts of Main Stringer Plate, treble riveted for *whole* length, *with double straps for 1/2 length*

Butts of Main Stringer Plate, treble riveted for *whole* length, *with double straps for 1/2 length*

Butts of Inner Bottom Plating *double* riveted for *whole* length, *2" thicker at ends*

Butts of Centre Girder *treble* riveted with *double*

Breadth of edge laps of Shell Plating in double riveting *6 in.*

Butt Straps of Shell Plating, breadth and thickness *17 1/2 x 22 x 25 x 20*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted *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.? *Siemens Martin Mild Steel, Mossend, Hallside, Dalzell, Parkhead, Coats, Clydesdale, Consett, Dorman Long & Co.*

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*

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

from the faying surfaces? *Yes*

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

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

MASTS, SPARS, &c.

	Material	Total length	DIAMETER AND THICKNESS				No. of Plates in round	ANGLES		RIVETING	
			At Partners	Heel	Grounds	Head		Number	Size	Seams	Butts
<i>Fore</i> MASTS	<i>Steel</i>	<i>156.5 ft</i>	<i>23 x 20</i>	<i>23 x 20</i>	<i>24 x 20</i>	<i>8 x 8</i>	<i>Three</i>	<i>✓</i>	<i>double</i>	<i>treble & double</i>	
	<i>Steel</i>	<i>134</i>	<i>24 x 20</i>	<i>25 1/2 x 20</i>	<i>21 x 20</i>	<i>8 x 8</i>	<i>Three</i>	<i>✓</i>	<i>double</i>	<i>treble & double</i>	
	<i>Steel</i>	<i>111</i>	<i>24 x 20</i>	<i>23 x 20</i>	<i>19 1/2 x 20</i>	<i>8 x 6</i>	<i>Two</i>	<i>✓</i>	<i>double</i>	<i>treble & double</i>	
Bowsprit <i>✓</i>											
Topmasts , Yards and Remainder of Spars <i>Yards of Steel other spars of wood</i>											
Rigging , Material and Size, <i>Shrouds for 1 1/2, Main 3 1/4, Mizzen 3 1/2, Steel wire</i> Stays <i>Fore 3 1/2, 3 1/2, 3; Main 3 1/2, 2 1/2; Mizzen 2 1/2 Steel wire</i>											
Sails , <i>One complete</i> Suit of <i>✓</i> Sails and the following spare sails <i>2 Try sails, Fore stay sail, Main stay sail, 4 M. Top & 4 M. Main</i>											

EQUIPMENT No. 54106 LETTER A7

Number of Certificate	1st Bower	2nd	3rd	4th	Collective weight	WEIGHT, EX STOCK				TEST, PER CERTIFICATE				WEIGHT REQ. P.R. RULE				Description of Anchor	Makers	Where and when tested and Superintendent	
						Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
<i>11664</i>	<i>✓</i>					<i>57</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>18</i>	<i>3</i>	<i>0</i>	<i>46</i>	<i>2</i>	<i>0</i>	<i>Improved Martin Patent</i>	<i>H. Charlton & Co</i>	<i>Low Walker Prov. House 12.1.90</i>
<i>11665</i>	<i>✓</i>					<i>57</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>15</i>	<i>2</i>	<i>14</i>	<i>46</i>	<i>2</i>	<i>0</i>	<i>"</i>	<i>"</i>	<i>Robert Burrill 13.1.90</i>
<i>12204</i>	<i>✓</i>					<i>51</i>	<i>0</i>	<i>0</i>	<i>12</i>	<i>1</i>	<i>14</i>	<i>43</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>46</i>	<i>2</i>	<i>0</i>	<i>Box Stock, Rodgers</i>	<i>Henry Parkes & Co</i>	<i>H. Green 21.1.90</i>
<i>12203</i>	<i>✓</i>					<i>43</i>	<i>3</i>	<i>21</i>	<i>10</i>	<i>2</i>	<i>14</i>	<i>38</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>30</i>	<i>2</i>	<i>0</i>	<i>"</i>	<i>"</i>	<i>" 21.1.90</i>
<i>12204</i>	<i>✓</i>					<i>18</i>	<i>2</i>	<i>16</i>	<i>4</i>	<i>2</i>	<i>14</i>	<i>19</i>	<i>13</i>	<i>0</i>	<i>14</i>	<i>16</i>	<i>3</i>	<i>0</i>	<i>Ordinary</i>	<i>"</i>	<i>" 21.1.90</i>
<i>12193</i>	<i>✓</i>					<i>9</i>	<i>2</i>	<i>14</i>	<i>1</i>	<i>3</i>	<i>18</i>	<i>11</i>	<i>15</i>	<i>2</i>	<i>14</i>	<i>8</i>	<i>2</i>	<i>0</i>	<i>"</i>	<i>"</i>	<i>" 17.1.90</i>
<i>11105</i>	<i>✓</i>					<i>4</i>	<i>1</i>	<i>21</i>	<i>3</i>	<i>21</i>	<i>6</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>"</i>	<i>"</i>	<i>" 16.8.88</i>	

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
<i>14840</i>	<i>149 1/4</i>	<i>2 1/2</i>	<i>49.12.2</i>	<i>45.3.18</i>	<i>300 fms. 2 1/2</i>	<i>Stud link</i>	<i>Henry Parkes & Co</i>	<i>Wharfedale Prov. House 9.1.90</i>	<i>Towline</i>	<i>✓</i>		
<i>14841</i>	<i>150 1/4</i>	<i>2 1/2</i>	<i>49.12.2</i>	<i>45.3.20</i>			<i>D. G. Lewis</i>	<i>11.1.90</i>	<i>Hawser</i>		<i>90</i>	<i>12</i>
<i>10646</i>	<i>90.2 1/2</i>	<i>1 1/2</i>	<i>46.5.1</i>	<i>74.3.13</i>	<i>90.1 1/2</i>		<i>Filton Prov. House</i>	<i>22.1.90</i>	<i>Steel wire Hawser</i>		<i>240</i>	<i>3 1/2</i>
<i>4.1780</i>	<i>120</i>	<i>5</i>	<i>64</i>		<i>120 fms. 5 in</i>		<i>Bullivant & Co</i>					

HAWSERS AND WARPS.

Boats *Eight Life Boats and two other Boats*

Pumps, Number *Seven Hand pumps & One Downton Pump* Diameter of Barrel and Tail Pipe *Hand pumps 6" barrel 3" tail pipes, Downton 7" & 3 1/2"*

The Windlass is *Napier Bros. patent* Capstan *Napier Bros. patent*

Engine Room Skylights.—How constructed? *Teak with glass panels upon casing 7 ft. above Bridge deck*

What arrangements for deadlights in bad weather? *Galvanized iron gratings & tarpaulins*

Coal Bunker Openings.—How constructed? *Cast iron Rm. & lids* How are lids secured? *Bayonet fixing* Height above deck? *flush*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 scuppers, 6 freeing ports 35" x 14" & 6 mooring pipes in bulwarks on each side of ship*

Cargo Hatchways.—How formed? *Plate coming at lead ledges in the usual way*

State size No. 1 Hatch (Forward) *12 ft. 4 in. x 10 ft.* No. 2 Hatch *19 ft. 10 in. x 13 ft. 1 in.* No. 3 Hatch *9 ft. 6 in. x 15 ft.* No. 4 Hatch *7 ft. 11 in. x 13 ft. 8 in.*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One web plate in No. 2 Hatch, and two Fore-and-Afters in each of the Hatches.*

Bulwarks, height above deck and description *4 ft. 6 in., 20 Steel Plate*

Main Rail, material and size *12 x 3 1/2 Teak*

1889 Aug 20, 28, 29, Sep 4, 9, 11, 16, 19, 24, 30, Oct 4, 7, 11, 15, 18, 24, 28, Nov 1, 2, 5, 8, 12, 15, 19, 22, 26, 28, Dec 2, 9, 10, 12, 18, 20, 24, 26, 1890 Jan 10, 13, 16, 17, 21, 24, 28, 31, Feb 4, 7, 12, 18, 26, Mar 4, 7, 10, 12, 19, 21, 25, 28, April 1, 9, 10, 15, 17, 22, 28, May 5, 7, 12, 22, 15, 19, 26, 29, June 3, 6, 7, 11, 12, 19, 24, 30, July 7, 15, 30, Aug 1, 6, 11, 12, 15, 19, 22, 25, 28. Total No. of Visits 92

18/10/89, 28/11/90 P. 14/3/90 M. 27.8.90.

The workmanship throughout this Vessel is good, and she has approved tracings, the letters above referred to, and with the extending all fore and aft has been constructed on the Cellular system each of which has been tested by water pressure to the Fore and After Peaks have been filled with water & tested on the single wire system, has been fitted in the Vessel: the Dynamometer by Messrs. & the wires & lights by Messrs. Siemens Bros. The wires are laid in wood casings, pass through hard wood plugs in watertight metal couplings at the bulkheads: the connection of wires with the hull is made with metal screws tapped into the frames, beams &c.

Two Reports of Forgings are attached
The approved tracing of Midship Section was forwarded on 25th August and the other approved tracings, 9 in N^o are attached hereto

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{enclosed 12.5 ft} 115 ft., R.Q.D. or Break ~~ft.~~, Bridge Dk. 155 ft., F'castle 55 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

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) Two decks (one steel wood sheathed) and Spar deck (steel wood sheathed): Four tiers of Beams.
Official No. 98152; Signal Letters LVCN.

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
Double bottom, constructed on the cellular system, length 320 ft and water capacity in tons 779
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 been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Portland cement & Paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 27th August 1890
State if marked on Vessel's sides in accordance with Notice No. 572 ☒ yes
In Summer 10 ft. 2 ins.
In Winter 10 ft. 8 ins.
For Winter in North Atlantic 11 ft. 2 ins.
Fresh Water above the centre of disc 6 1/2 ins.
To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.

The amount of Entry Fee £ 5: - is received by me, 29/8/1890
Special... £ 156: 3: 6
Certificate* £ - : -
Travelling Expenses, if any £ - : -
I am of opinion this Vessel should be Classed 100 A 1 "Steel" "Spar Deck"
Certificate to be sent to Glasgow
H. M. Dove, J. Dodd.
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES 2 SEPT 1890
Committee's Minute
Character assigned 100 A 1 Steel Spar sk
Lanch 2000 1 Spl wst Spar sk
+ Lmb 8/90 H & B
FK
Record Hubbard
submitted that this vessel appears eligible to be Classed 100 A 1 (Steel) Spar sk as recommended 2 Str (1 Steel - 1 W) and Spar (Steel - 1 W) 4 W beams.
Call D.B. (particulars) 2/2/90
F.H.