





10983.95

Ceiling betwixt Decks, thickness and material I. 2  
in hold do. do. P.P. 2 1/2  
Number of Breasthooks 5  
Crutches 4

**BULKHEADS.** No. in Vessel 1  
Thickness 2 1/2 Angles 5/16 x 3/8 Spacing 20 Height up to upper deck Sngl or Dbl. Frames double  
W. T. BULKHEADS 1  
PARTITIONS 1  
LONGITUDINAL 1  
Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from Keel to gunwale Riveted through Plates with 7/8 in. Rivets, about 6 1/2 apart.  
The REVERSED ANGLES on floors and frames extend from middle line to upper dk on every frame and to gunwale dk on alternately.

**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**  
Carboard, double riveted to Bar Keel or Flat Plate, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.  
Edges of Carboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, treble double riveted; treble for 1/2 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.  
Butts of all Strakes double riveted for 1/2 length, treble riveted with Butt Straps 3/8 to 5/8 thicker than the plates they connect.  
Edges from Bilge to Sheerstrake, worked clencher, double double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Bilge to Sheerstrake, worked carvel, treble double riveted; treble for 1/2 length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.  
Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for 1/2 length amidships.  
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Double Straps to Stringer Plate, for 1/2 length amidships.  
Butts of Inner Bottom Plating, double riveted. Butts of Centre Girder, double riveted.  
Breadth of edge laps of Shell Plating in double riveting 8 1/2. Breadth of edge laps of Shell Plating in single riveting 1.  
Butt Straps of Shell Plating, breadth and thickness 1 1/2 x 1/2 to 1 1/2 x 1 1/2. Butts, If Lapped, breadth of Laps 1 1/2.  
Butt Straps of Keelsons, Stringer and Tie Plates, treble 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. Simon's Patent Steel. Frames. Parallels. Res. Frame Beams. Keelsons. Stringers. Hallsides. Shell & Trans. Ch. Decks.  
Workmanship. Are the butts of plating planed or otherwise fitted? Planed and fitted  
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 only at the butts  
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes

MASTS AND SPARS.											
	Material.	Total length.	DIAMETER AND THICKNESS.				Number of Plates in Round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Round.	Head.		Number.	Size.	Seams.	Butts.
Fore Mast	Steel	86	20 x 9/16	22 x 7/16	22 x 7/16	18 x 7/16	3	3	2 1/2 x 3/4	double 7/8	double 7/8
	Main	86	20 x 9/16	22 x 7/16	22 x 7/16	18 x 7/16	3	3	2 1/2 x 3/4	"	"
	Mizen	82	27 x 9/16	21 x 7/16	22 1/2 x 7/16	18 x 7/16	3	3	2 1/2 x 3/4	"	"
	Jigger										
Bowsprit	Steel	54 1/2	20 x 9/16	22 x 9/16		19 x 7/16	3	3	4 x 3/4	do	do
Equivalent Topmasts	Fore	54 1/2			17 x 7/16	14 1/2 x 7/16	2			single 7/8	treble 7/8
	Main	54 1/2			17 x 7/16	14 1/2 x 7/16	2			"	"
	Mizen	43			17 1/2 x 7/16	14 1/2 x 7/16	2			"	"
	Jigger										
YARDS	Fore	84	At Centre	21 x 9/16	At Ends	16 1/2 x 7/16	2			single 7/8	treble 7/8
	Main	84	"	21 x 9/16	"	16 1/2 x 7/16	2			"	"
	Crossjack	67 1/2	"	16 x 9/16	"	8 x 7/16	2			"	"
	Jigger		"		"						
FORE TOPMAST YARDS	Lower	75	"	18 x 9/16	"	8 x 7/16	2				
	Upper	67 1/2	"	16 x 9/16	"	8 x 7/16	2				
MAIN	Lower	75	"	18 x 9/16	"	8 x 7/16	2				
	Upper	67 1/2	"	16 x 9/16	"	8 x 7/16	2				
MIZEN	Lower	54 1/2	"	14 x 7/16	"	7 x 7/16	2				
	Upper										
JIGGER	Lower		"		"						
	Upper		"		"						

Remainder of Spars 2 Pine  
Rigging. Material and Size, Shrouds 4 1/2 Stays 4 1/2 Quality Guaranteed  
Sails One Suit of 11 Sails, and the following Spare Sails one half suit

EQUIPMENT No. 23605 LETTER V ANCHORS.

Number of Certificate.	Description of Anchor.	WEIGHT, EX. STOCK			WEIGHT, REQ. PER RULE			Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
2471 3rd Bower	Rodgers	36	2	14	35	0	14	S. Taylor & Son	Glasgow 2/10/91
2440 2nd "	"	36	2	14	35	0	14	"	"
2469 1st "	"	30	0	0	30	0	0	"	"
4th "	"							"	"
Collective weight		111	1	0	108	1	0		
22484 Stream	Rodgers-John	11	2	0	11	2	0	not stated	R. MacCormac 2/10/91
22492 Kedge	"	6	0	0	5	0	0	"	"
13884 2nd Kedge	"	2	3	14	2	3	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.
1450	125	2	100	274.1	270	2	Steel Link S. Taylor & Son	Glasgow 2/10/91	LOWLINE	15	11.3	duffy tested
1451	135	2	100	276.2	193	"	"	"	Hawser (Steel wire)	75	32.5	90.11
Iron Stream Chain or Steel Wire	590	1 1/2	30 1/2	20 1/2	53.1	21	75	1 1/2	"	90	7	90.4
Towline if steel wire	(Calliper)									60	4	Steel wire duff tested
Boats	4									120	8	manilla
Pumps, Number	2											
Windlass												
Number of Scuppers												
Cargo Hatchways.												
State size No. 1 Hatch (Forward)												
Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch												
One and after to each of the others												
Buttresses, Height above deck and description												
The above is a correct description.												

FOR ARCHD. McMILLAN & SON LIMITED. Surveyor's Signature J. Shearlock  
Builder's Signature (here only) Amwakened ASST. MANAGER. Surveyor to Lloyd's Register of British and Foreign Shipping.



10983 gds.

Order for Special Survey No. 2442  
Date 24th March 1891  
Order for Ordinary Survey No. 305  
Date 31/3/91  
No. 305 in builder's yard.

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

1891. April 24 May 1. 5. 8. 12. 15. 19. 22. 26  
June 2. 8. 12. 19. 25. 30. July 3. 7. 10. 14. 20. 27  
August 4. 7. 11. 14. 19. 28  
Sept. 2. 11. 15. 18. 22. 25

Total No. of Visits 33

State dates and initials of letters respecting this case 31/3/91 6/7/91

General Remarks (State quality of workmanship, &c.)  
This is a steel sailing ship with poop and topside freeboard. She has been built in accordance with the approved plans attached hereto and with the Rules generally.  
The materials and workmanship are good.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop 39 ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., Forecastle 38 ft. (in feet and tenths).  
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. 2 trs  
Official No. 100A1 Signal Letters 1DK 2tr B

PARTICULARS OF WATER BALLAST.

Double bottom, aft, length ✓ and water capacity in tons ✓ Double bottom, amidships, length ✓ and water capacity in tons ✓  
Double bottom, forward, length ✓ 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 and Portland Cement Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 18 Sept. 1891  
State if marked on Vessel's sides in accordance with Notice No. 572 Already reported.  
The amount of Entry Fee £ 4 is received by me, 30/9/1891  
Special... £ 41 14  
Certificate\* £ -  
Travelling Expenses, if any £ -  
I am of opinion this Vessel should be Classed 100A1 "Steel"  
1DK 2tr B

5 ft. 1 in. In Salt Water  
4 ft. 8 in. In Fresh Water  
3 ft. 6 in. In Winter, in North Atlantic

To Station St. John's which is 19 1/2 above top of Wood, Iron or Steel upper deck.

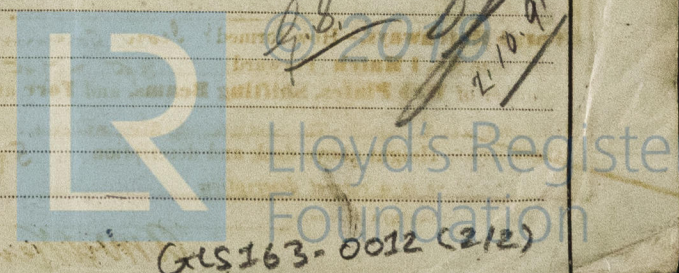
Certificate to be sent to Glasgow

N. J. McAlister  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI 2 OCT 1891  
Character assigned 100A1 Steel  
Larch  
1DK 2tr B

W. J. McAlister

This is submitted that this vessel appears eligible to be classed 100A1 (Steel), as recommended. 1 DK. 2 trs. Beams.



GLS163-0012 (2/12)