

11899 92

BULKHEADS.			No. in Vessel	No. Req'd. by Rule		
Ceiling betwixt Decks, thickness and material	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.	
in hold do. do. <i>2 1/2" W. T. Bulkheads</i>	<i>4/8</i>	Vrtcl. <i>3 x 3 x 3/4</i> Hrzncl. <i>3 x 3 x 3/4</i>	<i>30</i> <i>48</i>	<i>Upper deck</i>	<i>Double.</i>	
Number of Breasthooks <i>Four</i>	PARTITION	Vrtcl.				
Crutches <i>Two & deep floors.</i>	LONGITUDINAL	Hrzncl.				

Are the outside Plates doubled two spaces of Frames in length? *Yes.*
The FRAMES extend in one length from *keel* to *upper deck* Riveted through Plates with *3/4* in. Rivets, about *5 1/2* apart
The REVERSED ANGLE on floors and frames extend from *middle line to deck and bilge stringer alternately in way of main deck.*
In deck and side stringer alternately in way of quarter deck. Double from bilge stringer to bilge stringer in 3 & 4 spaces.

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* in. diameter, averaging *5* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, ~~treble or double riveted; treble for~~ *1* length; with rivets *3/4* in. dia., averaging *25* ins. from cr. to cr.

" " " overlapped for *whole* length, treble riveted for *half* length; with rivets *3/4* in. dia., averaging *25* ins. from cr. to cr.

Butts of ~~Strakes at Bilge for~~ *length, treble riveted with Butt Straps* ~~thicker than the plates they connect.~~

Edges from Bilge to Sheerstrake, worked clencher, ~~double or single riveted; with rivets~~ *3/4* in. diameter, averaging *3* ins. from centre to centre.

Butts from Bilge to Sheerstrake, ~~worked carvel, treble or double riveted; treble for~~ *1* length; with rivets *3/4* in. dia., averaging *25* ins. from cr. to cr.

" " " overlapped for *whole* length, treble riveted for *half* length; with rivets *3/4* in. dia., averaging *25* ins. from cr. to cr.

Edges of Sheerstrake, double ~~or single riveted.~~ Butts of Sheerstrake, treble riveted for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. ~~Single or Double Butts~~ *Straps of Stringer Plate* for *whole* length.

Butts of Inner Bottom Plating *double* riveted for *length* Butts of Centre Girders *riveted*

Breadth of edge laps of Shell Plating in double riveting *4 1/2 & 5 1/4*. Breadth of edge laps of Shell Plating in single riveting *2 1/2*

Butt Straps of Shell Plating breadth and thickness *16 3/4 x 9 3/4* *3/8* Butts, if Lapped, breadth of laps *4 1/2 x 4 1/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Treble and double.*

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.? *Clydebridge; Dalzell; Moor; Bear; and Bolckow, Vaughan & Co. Siemens process.*

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.*
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.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	<i>Pine pole mast</i>										
LOWER MASTS....	Main	"	"								
	Mizen	"	"								

Bowsprit *✓*

Topmasts, ~~Yards~~ and Remainder of Spars *Pine*

Rigging, Material and Size, Shrouds *Steel wire 2 3/4* Stays *Steel wire 3 1/2*

Sails. *One* Suit of Sails, and the following spare sails

EQUIPMENT No. *8946* LETTER *h* ANCHORS.

Number of Certificate.		WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY 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>32982</i>	1st Bower ..	<i>13</i>	<i>1</i>	<i>4</i>	<i>Stockless</i>	<i>15</i>	<i>1</i>	<i>2</i>	<i>4</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>Hingley's Stockless</i>	<i>H. Hingley & Co.</i>	<i>4.11.92.</i>		
<i>32981</i>	2nd " ..	<i>13</i>	<i>-</i>	<i>-</i>	<i>"</i>	<i>14</i>	<i>15</i>	<i>-</i>	<i>-</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>"</i>	<i>H. Hingley & Co.</i>	<i>4.11.92.</i>		
<i>32980</i>	3rd " ..	<i>8</i>	<i>2</i>	<i>20</i>	<i>2</i>	<i>0</i>	<i>25</i>	<i>10</i>	<i>14</i>	<i>2</i>	<i>0</i>	<i>8</i>	<i>2</i>	<i>0</i>	<i>Ordinary</i>	<i>Sond. (Chin.)</i>	<i>4.11.92. Rutherford,</i>
	Collective weight	<i>34</i>	<i>3</i>	<i>24</i>						<i>33</i>	<i>2</i>	<i>0</i>				<i>D. L. Lewis.</i>	
<i>32944</i>	Stream	<i>3</i>	<i>3</i>	<i>6</i>	<i>0</i>	<i>3</i>	<i>24</i>	<i>6</i>	<i>5</i>	<i>1</i>	<i>4</i>	<i>3</i>	<i>3</i>	<i>0</i>	<i>"</i>	<i>3.11.92.</i>	
<i>32943</i>	Kedge	<i>1</i>	<i>2</i>	<i>14</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>14</i>	<i>1</i>	<i>3</i>	<i>0</i>	<i>"</i>	<i>3.11.92.</i>	
	2nd Kedge ..	<i>1</i>	<i>0</i>	<i>6</i>						<i>1</i>	<i>0</i>	<i>3</i>	<i>0</i>		<i>"</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.	
<i>23410</i>	<i>90 1/2</i>	<i>1 1/8</i>	<i>34 1/2</i>	<i>22 1/2</i>	<i>58-1-8</i>	<i>195-1-8</i>	<i>Steel Rink. H. Hingley & Sons.</i>	<i>4th Nov. 1892. Rutherford, D. L. Lewis.</i>	<i>Towline*</i>				
<i>23411</i>	<i>105</i>	<i>1 1/8</i>	<i>34 1/2</i>	<i>22 1/2</i>	<i>58-1-8</i>	<i>195-1-8</i>	<i>H. Hingley & Sons.</i>	<i>4th Nov. 1892. Rutherford, D. L. Lewis.</i>	<i>Hawser</i>	<i>Steel wire</i>	<i>90</i>	<i>2</i>	<i>40-6 Hemp</i>
		<i>60</i>	<i>3</i>	<i>18</i>	<i>127-3-21</i>	<i>126-1-0</i>							
		<i>45</i>	<i>3</i>	<i>18</i>	<i>60-3-21</i>	<i>45-3</i>							

Boats *Two life boats.*

Pumps, Number *Two hand pumps in holds, & in forepeak* Diameter of Barrel and Tail Pipe *In holds 5 1/2 x 2 1/2 In forepeak 3 1/2 x 1 1/2*

The Windlass is *Clarke, Chapman & Co's* Capstan *✓*

Engine Room Skylights.—How constructed? *Leak on trunk bulkheads.*

What arrangements for deadlights in bad weather? *Leak shutters fitted with bulls eyes.*

Coal Bunker Openings.—How constructed? *Cast iron scuttles.* How are lids secured? *Self locking.* Height above deck? *Nil.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side forward 3 scuppers, and 2 ports 42" x 24". Aft 3 scuppers, and 3 ports 30" x 16".*

Cargo Hatchways.—How formed? *Of plates and angles.* Hatches, if strong and efficient? *Solid 2 1/2"*

State size No. 1 Hatch (Forward) *31-6 x 13-3 x 30* No. 2 Hatch *22-8 x 12-0 x 30* No. 3 Hatch *✓* No. 4 Hatch *✓*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *In h: 1, three web plates and 3 fore & afters. In h: 2, two web plates and 3 fore & afters.*

Bulwarks, height above deck and description *4-9. Iron plating 1/2"* Main Rail, material and size *Bulk angle 6 x 3 with cope outside 3 1/2 x 1 1/2*

The above is a correct description.
Builder's Signature, (here only.) *MacRae Thomson* Surveyor's Signature, *J. Thomson*
Surveyor to Lloyd's Register of British and Foreign Shipping.

11899. 900.

Order for Special Survey No. *Commenced at Southampton*
Date *✓*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *60* in builder's yard
269 at Southampton

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

At Southampton 1st visit 16th July, last 19th Dec. 1891.
At Glasgow 1892: - June 2, 4, 8, 13, 17, 21, 23, 27, 30.
July 2, 5, 8, 11, 22, 27, 29. Aug. 4, 8, 11, 16, 23, 30. Sept. 2, 6, 8, 16,
19, 27, 28, 30. Oct. 3, 13, 19, 18, 20, 22, 25, 27, 31. Nov. 11, 14.
At Glasgow Total No. of Visits 41

State dates and initials of letters respecting this case *29th July & 5th Aug. 1891, and 8th April & 9th Aug. 1892. M. 16th Aug. 1892 E.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good.*
This vessel, which was commenced by the Southampton Iron Works (Lim.) is built of steel in accordance with midship section forwarded to London on the 15th Nov. 1892, the accompanying tracings (4 in h^o), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

Is a sister vessel to the "Roubin". Glasgow Report 11862

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *82.25* ft., Bridge Dk. *14* ft., F'castle *21* 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 is joined to the Bridge Deck.

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) *One Deck (Iron), one tier of Beams.*
Official No. *✓*; Signal Letters *✓*

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length *28* ft. and water capacity in tons *28*. 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 *✓* and water capacity in tons *✓*
Fore peak tank, water capacity in tons *18*. After peak tank, water capacity in tons *19*
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 *By cement and paint* Outside *By paint.*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *8th Nov. 1892*

In Summer	1 ft. 0 ins.	To top of Wood , Iron or Steel Upper Deck. <i>Statutory deck line.</i>
In Winter	1 ft. 1 1/2 ins.	
For Winter in North Atlantic	1 ft. 5 ins.	
Fresh Water above the centre of disc	2 1/2 ins.	

The amount of Entry Fee..... £ *3* : " : " is received by me, *G.D.H.*
Special ... £ *25* : *2* : " *21/11/92*
Certificate* £ " : " : "
Travelling Expenses, if any £ " : " : "

*Certificate to be sent to *Glasgow*

I am of opinion this Vessel should be Classed *100 A1*

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

Committee's Minute *TUES. 22 NOV 1892*
Character assigned *100 A1 Steel*

La + CP
+ LMC 11, 92
15k (Iron)
Well deck.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed 100 A1 (Steel) as recommended.
100 A1 (Steel)
1 BR. (Iron) "Well Deck"
M.E. = All D.B. (particulars as above)

The Surveyors are requested not to write on or below the space for Committee's Minute.