

TONNAGE under Tonnage Deck 533.97

Ditto of Third, Spar, or Awaiting Deck. 80.07

Ditto of Poop, or Raised Or. Dk. 23.91

Ditto of Houses on Deck 51.35

Ditto of Forecastle 1689.30

Gross Tonnage 75.68

Less Engine Room 1613.62

Register Tonnage as cut on Beam

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN OR Awaiting DECKED VESSEL.

Half Breadth (moulded) 19.2

Depth from upper part of Keel to top of Upper Deck Beams 25.33

Girth of Half Midship Frame (as per Rule) 39.75

1st Number 84.28

1st Number, if a 2 Decked Vessel deduct 7 feet

Length 244.5

2nd Number 20.60646

Proportions— Breadths to Length 6.39

Depths to Length—Upper Deck to Keel 9.65

Main Deck ditto

Master Capt. A. Constable

Built at Whiteinch Glasgow

When built 1886 Launched 9th Dec 1886

By whom built C. Cornell & Co.

Owners R. & C. Millan

Residence Dumbarton

Port belonging to Glasgow

Destined Voyage San Francisco via Cardiff

If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
244	6		38	5		22	10	2			one	two
Dimensions of Ship per Register, length, 244.5 breadth, 38.65 depth, 22.75												
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 1/2 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awaiting Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, bolt, or Intercoastal, Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
" Bulb Intercoastal plates riveted to plating for length												
" do. Angle Irons												
" do. Intercoastal plates riveted to plating for length												
FLAT KEEL PLATES, breadth and thickness												
PLATES in Garboard Strakes, br'dth & thickness												
" From Garboard to upper part of Bilges												
" Of d'bling at Bilge, or increased thickness, and length applied												
" From up. prt of Bilge to fr. edge of Sh'rstrake												
" Main Sheerstrake, breadth and thickness												
" Of d'bling at Sh'rk. & lng. applied												
" From M'n. to Up. or Spar Dk. Sh'rstrake												
" Up. or Spar Dk. Sh'rstrake, br'dth & thickness												
Butt Straps to outside plating, breadth & thickness												
Lengths of Plating												
Shifts of Plating, and Stringers												
Gunwale Plate on ends of Awaiting Spar, or Upper Deck Beams, breadth and thickness												
Angle Iron on ditto												
Tie Plates fore and aft, outside Hatchways												
Diagonal Tie Plates on Beams No. of Pairs												
Flat of Up., Spar, or Awaiting Dk. Pick Pine												
How fastened to Beams												
Stringer Plate on ends of Main or Middle Deck												
Beams, breadth and thickness												
Is the Stringer Plate attached to the outside plating?												
Angle Irons on ditto, No.												
Tie Plates, outside Hatchways												
Diagonal Tie Plates on Beams, No. of pairs												
Flat of Middle Deck do.												
How fastened to Beams												
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams												
Is the Stringer Plate attached to the outside plating?												
Angle Irons on ditto, No.												
Stringer or Tie Plates, outside Hatchways												
Flat of Lower Deck												
Ceiling betwixt Decks, thickness and material												
" in hold do. do.												
Main piece of Rudder, diameter at head												
" do. at heel												
Can the Rudder be unshipped afloat?												
Bulkheads No. one No. per Rule one												
" Thickness of												
" Height up												
How secured to sides of ship												
Size of Vertical Angle Irons												
Are the outside Plates doubled two spaces of Frames in length?												

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 ins. from centre to centre.

" Butts of each Strake at Bilge for half length, treble riveted with Butt Straps 3/20 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 ins. from cr. to cr.

" Edges of Main Sheerstrake, double riveted. 1" rivets Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 5 1/2 6 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble Double No. of Breasthooks, 5 Crutches, 6

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin

Manufacturer's name or trade mark, Platis Consort, Angles, Irons, Casts & S. Coy.

The above is a correct description.

Builder's Signature, Charles Cornell & Co. Surveyor's Signature, Charles Edwards

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

Form No. 1 for 1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843-2844-2845-2846-2847-2848-2849-2850-2851-2852-2853-2854-2855-2856-2857-2858-2859-2860-2861-2862-2863-2864-2865-2866-2867-2868-2869-2870-2871-2872-2873-2874-2875-2876-2877-2878-2879-2880-2881-2882-2883-2884-2885-2886-2887-2888-2889-2890-2891-2892-2893-289

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

Planed

7759 lbs.

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 Scantlings 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 masts, yards bowsprit are constructed of steel and built in accordance with the approved specification enclosed with this report.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Inches per Rule	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight.	Test per Certificate	Wt req'd per Rule.	Machine where Tested & Suprtd.
SAILS.												
N ^o .	CABLES, &c.											
	Chain	270	1 5/8	57.10.0.0	270	1 5/8						
	Fore Sails,											
	Fore Top Sails,	100	1 1/8	20.6.0.0	75	1 1/8						
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails,											
	and good quality	120	5 1/2									

Standing and Running Rigging wire & manilla sufficient in size and good in quality. She has two Long Boats and two others

The Windlass is Clarke Chapman Patent Capstans good and Rudder good Pumps good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Six wash ports 2' 11" x 2' 1" + 2' 3" x 1' 9", four scuppers and four moving pipes on each side

Cargo Hatchways. How formed? Plated and Angled

State size Main Hatch 16' 0" x 12' 0" x 22 Forehatch 8' 0" x 7' 0" x 22 Quarterhatch 7' 0" x 6' 0" x 23

If of extraordinary size, state how framed and secured? Not of extraordinary size

What arrangement for shifting beams? Three fore & afters & one deep web plate in Main Hatch

Hatches, If strong and efficient? Yes, solid & thick

Order for Special Survey No. 20189

Date 18th June 1886

Order for Ordinary Survey No.

Date

No. 1047 in builder's yard.

State dates of letters respecting this case

1st. On the several parts of the frame, when in place, and before the plating was wrought. Specially Surveyed: 9.15.21.24.29 June; 2.6.9.12.28 July; 2.6.10.12.16.18.23.26.31 Aug; 3.6.9.14.20.23.27.29 Sept; 4.6.12.18.21.23.29 Oct; 5.8.10.19.22.26.29 Nov; 8.13.17.21.28 Dec 1886.

General Remarks (State quality of workmanship, &c.) Workmanship and Materials good

This is a Steel sailing ship built in accordance with the instructions contained in the Secretary's letters of above dates and the approved tracings returned herewith. She has a Raised Deck Forecastle 31 feet and Poop 36 feet in length, an Iron deck house 30' 0" x 12' 0" x 7' 0" is fitted amidships. The steel used has been tested at the Works of the Manufacturers. The fore peak Compartment was filled with water prior to launching and was found to be satisfactory. The Buttstraps have been stiffened by angles, as noted on the approved midships section.

State if one, two, or three decked vessel, or if open, or otherwise decked; and the lengths of poop, bridge, forecastle, or raised quarterdeck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed 100A.1 steel

The amount of the Entry Fee £ 4 : - : - is received by me, 5/11 1886

Special £ 65 : 4 : -

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

(Travelling Expenses, if any, £ ...)

Committee's Minute FRIDAY 7 JAN 1887

Character assigned 100A.1

18

Steel

Charles Edwards

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

It is submitted that this vessel is worthy to be classed 100A.1 steel as recommended.

Lloyd's Register Foundation