

(Received at London Office)

Destined Voyage *Rio de Janeiro* If Surveyed while Building ☒ Afloat, or in Dry Dock

GRK315-0123



Approved sketch of midship section forwarded 15th Aug. 1890.

**BULKHEADS.** No. in Vessel  
Ceiling betwixt Decks, thickness and material *6" x 2" W.T. sparring*  
in hold do. *2 1/2" W.T.* Collision *W.T. BULKHEAD*  
Number of Breasthooks *Six & deep floors*  
Crutches *Four & deep floors*

Are the outside Plates doubled two spaces of Frames in length? *Yes*  
The **FRAMES** extend in one length from *middle line* to *gunwale*  
The **REVERSED ANGLES** on floors and frames extend from *from* middle line to *gunwale* Riveted through Plates with *7/8* in. Rivets, about *6 1/2* apart.  
**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**  
Garboard, double riveted to Bar Keel & Flat Plate, with rivets *1 1/2* in. diameter, averaging *5 1/8* ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clench, 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 or double riveted; treble for *lgth.*; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.  
Butts of *Garboards* overlapped for *whole* length, treble riveted for *whole* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.  
Butts of *Strakes at Bilge* for *lgth.* length, treble riveted with Butt Straps *thicker* than the plates they connect.  
Edges from Bilge to Sheerstrake, worked clench, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.  
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *lgth.*; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.  
Butts of *Garboards* overlapped for *whole* length, treble riveted for *whole* 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 *3/4* length amidships. *Straps 1/2 thickness*  
Butts of Main Stringer Plate, treble riveted for *all* length amidships. **Single or Double Straps to Stringer Plate, for** *lgth* length amidships.  
Butts of *Inner Bottom Plating*, *single* riveted for *lgth* length amidships. **Butts of Centre Girder,** *single* riveted.  
Breadth of edge laps of Shell Plating in double riveting *5 1/4"* **Breadth of edge laps of Shell Plating in single riveting** *6 1/2"*  
Butt Straps of Shell Plating, breadth and thickness *9 ins.*  
Butt Straps of Keelsons, Stringer and Tie Plates, *treble or 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. *Steel: Steel Co. of Scotland; & Consett. Iron: Newport. Iron Rivets throughout.*  
Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*  
Is the riveted work properly closed? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to  
Are the liners between the frames and plates solid single pieces? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched  
plate, &c., conform well to each other? *Yes* Do any rivets break into or through the seams or butts of the plating? *No*  
from the faying surfaces? *Yes* Are the butts of plating, Stringers, &c., properly shifted and strapped or lapped? *Yes*

		DIAMETER AND THICKNESS.						ANGLES.		RIVETING.	
		Material.	Total length.	At Partners.	Heel.	Hounds.	Head.	Number of Plates in Round.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Newport	90-10	30 x 5/16	23 x 7/16	25 x 7/16	20 x 1/2	Three	Three 1/2 x 3/8	Double	Treble riveted
	Main	Iron	80	Do	Do	Do	Do	Do	Do	Do	above deck.
	Mizen	Do	80	Do	Do	Do	Do	Do	Do	Do	double below.
	Jigger	Do	90-10	24 x 5/16	19 x 5/16	20 x 5/16	16 x 5/16	Two	Two 1/2 x 3/8	Do	Do
BOWSPRIT .....	Fore	Do	23-10	28 x 5/16	23 x 7/16	Do	23 x 7/16	Two	Four 1/2 x 3/8	Double	Treble & double
	Main	Consett	54-6	19 x 5/16	Do	17 x 5/16	14 x 5/16	Two	Do	Simple	Treble
	Mizen	Do	80	Do	Do	Do	Do	Do	Do	Do	Do
	Jigger	Pitch Pine	83-10	At Centre	20 x 7/16	At Ends	10 x 3/16	Two	Do	Single	Treble
TOPMASTS .....	Fore	Consett	83-10	Do	Do	Do	Do	Do	Do	Do	Do
	Main	Steel	80	Do	Do	Do	Do	Do	Do	Do	Do
	Mizen	Do	80	Do	Do	Do	Do	Do	Do	Do	Do
	Jigger	Do	80	Do	Do	Do	Do	Do	Do	Do	Do
YARDS.....	Fore	Consett	76-6	Do	19 x 5/16	Do	9 x 3/16	Two	Do	Single	Treble
	Main	Steel	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Mizen	Do	76-6	Do	19 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Jigger	Do	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
FORE TOPGAIL YARDS	Fore	Consett	76-6	Do	19 x 5/16	Do	9 x 3/16	Two	Do	Single	Treble
	Main	Steel	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Mizen	Do	76-6	Do	19 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Jigger	Do	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
MAIN .....	Fore	Consett	76-6	Do	19 x 5/16	Do	9 x 3/16	Two	Do	Single	Treble
	Main	Steel	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Mizen	Do	76-6	Do	19 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Jigger	Do	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
MIZEN .....	Fore	Consett	76-6	Do	19 x 5/16	Do	9 x 3/16	Two	Do	Single	Treble
	Main	Steel	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Mizen	Do	76-6	Do	19 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Jigger	Do	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
JIGGER .....	Fore	Consett	76-6	Do	19 x 5/16	Do	9 x 3/16	Two	Do	Single	Treble
	Main	Steel	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Mizen	Do	76-6	Do	19 x 5/16	Do	9 x 3/16	Do	Do	Do	Do
	Jigger	Do	75-0	Do	18 x 5/16	Do	9 x 3/16	Do	Do	Do	Do

Remainder of Spars *Topgallant masts, topgallant & royal yards, are of pitch pine.*  
Rigging. Material and Size, Shrouds *Steel wire: 6 inch & 4 1/2* Stays *galv'd steel wire 4 1/2* Quality *A*  
Sails, *One* Suit of Complete Sails, and the following Spare Sails *one mast suit spare*

EQUIPMENT No. 26181. LETTER W. ANCHORS.												Description of Anchor.		Makers.	Where and when tested and Superintendent.						
Number of Certificate.		WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PER RULE			If Patent, state Name of Patentee.	Common H.	Do	Do				
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.					lbs.			
2101.	1st Bower...	39	3	21	10	0	2	35	13	1	21	40	-					-	Radger & S.	S. Hayley	Glasgow 26.6.90
2100.	2nd „ ...	37	3	20	9	2	9	34	8	0	14	38	-					-	Do	Edinburgh	Do
2099.	3rd „ ...	36	0	15	8	3	17	33	4	0	7	36	-					-	Do	Do	Do
	4th „ ...	-	-	-	-	-	-	-	-	-	-	-	-					-	Do	Do	Do
	Collective weight	114	-	-	28	2	0	-	-	-	-	114	-					-	Do	Do	Do
20572.	Stream .....	12	11	0	3	0	0	14	1	3	14	12	-					-	Common H.	Do	Sunderland 27.6.90
20576.	Kedge .....	6	10	7	1	1	14	8	7	2	0	6	-					-	Do	J. Hartman	Do
20577.	2nd Kedge ..	3	10	7	0	3	21	5	12	0	21	3	-					-	Do	Do	Do

HAUSERS AND WARPS

CHAIN CABLES.											
Number of Certificate.		Fathoms	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms & Size.
1274.		135	2 1/2	76 5/16	265 x 19	270	2 1/2	Stud	S. Taylor Glasgow. 25.6.90	Towline	Spring 20 1 1/2
1273.		135	2 1/2	107 1/16	365 x 19	370	2 1/2	Stud	S. Taylor Glasgow. 25.6.90	Hawser	90 1 1/2
100 1/2		100 1/2	1 1/2	22 3/4	61 x 13	100 x 1 1/2	Chain	Do	Do	Steel wire	180 2 1/2
Towline if steel wire		90	4	33	-	90 x 4	Chain	Do	Do	Do	Do

Boats *Two life and two others.*  
Pumps, Number *One set aft. Mills Pat. Gun.* Diameter of Barrel and Tail Pipe *6 1/2* 3 1/2 1 1/2 Hand pump fore peak,  
Windlass *Emerson Walker & Thompson's* Capstan *Do*  
Number of Scuppers, and number and dimensions of Freeing Ports *Six ports. (29 x 20). (32 x 26 1/2) (26 x 9) (33 x 21) (26 x 9)*  
Cargo Hatchways. - How formed? *Plate iron coamings* Hatches, If strong and efficient? *Solid 3 1/2" chamfered*  
State size No. 1 Hatch (Forward) *8'0" x 8'0"* No. 2 Hatch *12'0" x 12'0"* No. 3 Hatch *15'0" x 11'0"*  
Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch *Three fore and afters*  
in No 2 hatch & deep web plate & three fore afters in No 3 hatch.  
Bulwarks, Height above deck and description *Plate iron 7 1/2" thick* Main Rail, material and size *Channel iron 12 x 5 1/2 x 5 1/2* Topgallant Rail *Do*  
The above is a correct description.  
Builder's Signature (here only) *R. Russell & Co.* Surveyor's Signature *C. R. Burrey*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Order for Special Survey No. 1466  
 Date 14th Sept 1890  
 Order for Ordinary Survey No. \_\_\_\_\_  
 Date \_\_\_\_\_  
 No. 232 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	1889. Dec. 9. 11. 13. 16. 20. 24. 26. 27. 31. 1890 Jan. 9. 13.
2nd. On the plating during the process of riveting	20. 24. 29. 31. Feb. 5. 7. 12. 17. 20. 24. 26. Mar. 1. 4.
3rd. When the beams were in and fastened, and before the decks were laid	4. 10. 13. 19. 21. 25. 28. Apr. 1. 7. 11. 14. 16. 21. 23. 26.
4th. When the ship was complete, and before the plating was finally coated or cemented	28. 30. May. 6. 9. 13. 16. 20. 22. 26. 28. June 2. 4. 11. 13. 20. 24. 26.
5th. After the ship was launched and equipped	30. July. 10. 14. 16. 18. 21. 24. 28. 30. 31. Aug. 4. 5. 7. 11. 13. Total No. of Visits 81

State dates and initials of letters respecting this case. 1889:- 13. 25. Sept. 1890:- 4. July. M.

General Remarks (State quality of workmanship, &c.)

The workmanship is good, and the vessel has been constructed in accordance with the approved plans (3in number) which together with the two Reports on the forgings, are attached hereto. The fore peak has been tested, by filling it with water, to above the height of the load line, bulkhead & shell found good.

Briggs Patent Cement has been used in the bottom, in lieu of Portland Cement. Owners written consent obtained 17th July 1890.

This is a similar vessel to the "Holt Hill". See GNR Rpt. no 9991.

The freeboard as noted below, has been marked on the vessels sides, as required by notice No 572, and may now be recorded in the Register Book.

PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop 36 ft., R.Q.D. or Break \_\_\_\_\_ ft., Bridge Dk. \_\_\_\_\_ ft., Forecastle 3 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 DE. (pt. Stl. - W.S.) 2 tr. Bms.

Official No. 96413 Signal Letters \_\_\_\_\_

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 Briggs Pat. Cement & Paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 10th Sept 1890.

State if marked on Vessel's sides in accordance with Notice No. 572: Yes.

5	ft. 5 1/2 ins.	In Salt Water
5	ft. 0 1/2 ins.	In Fresh Water
5	ft. 10 1/2 ins.	In Winter, in North Atlantic

The amount of Entry Fee £ 5 : - : - is received by me, C.F.

Special £ 83 : 3 : - 12th Sep. 1890

Certificate\* £ gratis

Travelling Expenses, if any £ \_\_\_\_\_

I am of opinion this Vessel should be Classed +100A.1. "Steel"

C.F. Burney  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned 100A.1 Steel

Large 10k pt. Stl. W.S. 2 tr. B

TRW

This submitted that this vessel appears eligible to be classed 100A.1 Steel and recommended -

1 DE. (pt. Stl. W.S.) 2 tr. Bms.

Lloyd's Register Foundation

GRX 315-0124