

Sailing Vessel. ~~IRON OR~~ STEEL SAILING SHIP.

(Received at London Office)

WED. 5 JUL 1893

Date of completion of Report

4th July 1893

Port of

Greenock

No. 10873 Survey held at Pt. Gls.

Date of First Survey

16th Jan 1893

Last Survey

3rd July

1893

On the

ONE OR TWO DECKED VESSEL.

CLASS \times 100A.1. *Steel*.

Rig

B.R. 3 masts.

Master

J. F. Thompson.

Year of Appointment

(1) As master in service of
owner of vessel 1893.
(2) As master of this
vessel 1893.

Built at

Port Glasgow (Newark York)

When built

1892-3

Launched

6-6-93.

By whom built

W. & J. Hamilton & Co.

Owners

W. & J. Crawford

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Greenock.

Port belonging to

Greenock.

Destined Voyage Rio-de-Janeiro via Cardiff

Surveyed while Building ☒ Afloat, or ☐ in Dry Dock

LENGTH on deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	No. of Decks with Flat laid
as per rule	247	6	Moulded	38	9 1/2	Top of Floors to Upper Deck Beams	23	2	one

Dimensions of Ship per Register, Length 257.85 breadth 39.2 depth 22.95

Moulded depth, ft. 24 in. 4

Round up of Beam 9 3/4 ins.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar on Side Plates, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2
STERN POST, do. do.	9 x 2 1/2	9 x 2 1/2
MAIN-PIECE of RUDDER, diameter at head	6 3/4	6 3/4
" " " at heel	3 1/2	3 1/2
RUDDER, how constructed	Iron forging, plated	
Can the Rudder be unshipped afloat?	Yes	

FRAMING.

	Inches in Ship.	Inches per Rule. Or as Approved.
FRAME, Angles, on 1/2 Deck, for 1/2 length amidships	5 3 1/2 8	5 3 1/2 8
Do. for 1/2 at each end	7	7
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
REVERSED FRAME, Angles	3 1/2 3 1/2 8 3 1/2 3 1/2 8	
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	25 10	25 10
" thickness at the ends of vessel	9 x 8	9 x 8
" depth at 1/2 the half breadth, as per Rule	12 1/2	12 1/2
" height extended at the Bilges	50	50
FLOORS & BRACKETS, in Cell Dble Bottoms		
" distance apart		
CENTRE GIRDER, in Dbl. Btm., depth & thickness		
" Angles, Top		
" Bottom		
SIDE GIRDERS, number and thickness		
" Angles		
MARGIN PLATE, depth (exclusive of flange) and thickness		
" Angles		
INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake		
" Remainder		
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9 9	9 9
" Angles on Upper Edge	3 1/2 3 7 3 1/2 3 7	
" Average space	48	48
BEAMS, Lower Deck, Plate or Tee Bulb	9 9	9 9
" Angles on Upper Edge	3 1/2 3 7 3 1/2 3 7	
" Average space	48	48
BEAMS, Hold, Plate or Tee Bulb		
" Angles on Upper Edge		
" Average space		
BEAMS, Poop or Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 3 8 7 3 8	
" Angles on Upper Edge		
" Average space	48	48
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6 1/2 6 6 1/2 6	
" Angles on Upper Edge	3 3 5 3 3 6	
" Average space	48	48
PILLARS, in 'tween Decks, at Centre line. Size	2 3/4	2 3/4
" " " Spacing	48	48
" " " Quarter		
" " " Spacing		
" In Holds, at Centre line	4	4
" " " Spacing	48	48
" " " Quarter		
" " " Spacing		
WEB FRAMES, Breadth and thickness		
" Number and Spacing		
Number of Side Stringers, breadth and thickness		
Size of Angles or Tee Bars to Web Frames		

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches per Rule. Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	19 13	19 13
" Rider Plate	11 1/2 13	13
" Bulb Plate to Intercoastal Keelson		
" Horizontal Plates above floors		
" Angles	5 1/2 4 9 5 1/2 4 9	
SIDE KEELSON, Angles	5 1/2 4 9 5 1/2 4 9	
" Bulb Plate for length		
" Intercoastal Plate for as far as practicable length	3 3 7 3 3 7	
Attached to outside Plating with Angle	5 1/2 4 9 5 1/2 4 9	
BILGE KEELSON, Angle	5 1/2 4 9 5 1/2 4 9	
" Bulb Plate for length		
" Intercoastal Plates for length		
Attached to outside Plating with Angle	5 1/2 4 9 5 1/2 4 9	
BILGE STRINGER, Angles	5 1/2 4 9 5 1/2 4 9	
" Bulb Plate for length	9 1/2 9 9 1/2 9	
" Intercoastal Plates for length		
Attached to outside Plating with Angle	5 1/2 4 9 5 1/2 4 9	
SIDE STRINGER, Angles	5 1/2 4 9 5 1/2 4 9	
" Bulb Plate for length	9 1/2 9 9 1/2 9	
" Intercoastal Plates for length		
Attached to outside Plating with Angle	5 1/2 4 9 5 1/2 4 9	
Main Deck Stringer Plate, on end of Beams, breadth and thickness	52 10 52 10	
" Angle on ditto	4 1/2 x 4 1/2 x 9 4 1/2 x 4 1/2 x 9	
" Tie Plates fore and aft, outside Hatchways	14 10 14 10	
" Diagonal Tie Plates on Bms., No. of Pcs.	14 10 14 10	
" Flat of Deck*, material and thickness	4 PP. 14	
" Iron or Steel for length		
" How fastened to Beams	bolted	
Lower Deck Stringer Plate, on end of Beams, breadth and thickness	37 9 37 9	
Is the Stringer Plate attached to the Outside Plating?	Yes	
" Angles on ditto, No.	2	
" Tie Plates, outside Hatchways	14 x 14 x 9 14 x 14 x 9	
" Diagonal Tie Plates on Bms., No. of pcs.	14 9 14 9	
" Flat of Deck, material and thickness	Small flat at ends	
" How fastened to Beams	2 1/2" W.P. bolted	
Hold Stringer Plate, on end of Beams		
Is the Stringer Plate attached to the Outside Plating?		
" Angles on ditto, No.		
" Tie Plate outside Hatchways		
" Flat of Deck, material and thickness		
Pooper Bridge Deck Stringer Plate, breadth and thickness	24 6 24 6	
" Angle	3 x 3 x 6 3 x 3 x 6	
" Tie Plates on Beams	11 6 11 6	
" Flat of Deck, material and thickness	3 PP. 3	
Forecastle Deck Stringer Plate, b'dth & thkns	24 6 24 6	
" Angle	3 1/2 x 3 x 6 5 1/2 x 3 x 6	
" Tie Plates on Beams	11 6 11 6	
" Flat of Deck, material and thickness	3 PP. 3	
PLATING.		
FLAT PLATE KEEL, breadth and thickness	36 12 36 12	
PLATES in Garboard Strakes, b'dth & thkns	alt. 10 x 11 alt. 10 x 11	
" from Garboard to lower part of Bilges	5 m. alt. 11 x 12	
" Bilges, number of Strakes, and thickness	5 strakes 11 m. alt. 10	
" Of doubling at Bilge, or increased thickness, and length applied throughout	alt. 10 x 11 alt. 10 x 11	
" from up. part of Bilge to lr. edge of Sh'rstrake		
" Strake in way of Lower Deck Beams	11 11	
" Sheerstrake, breadth and thickness	42 13 42 13	
" Poop or Bridge Sides	7 7	
" Forecastle Sides	7 7	
Lengths of Plating	Eight spaces 7	

Form 1D. BULKHEADS. No. in Vessel. Reqd. by Rule. Ceiling betwixt Decks, thickness and material. Number of Breasthooks. Crutches. Riveting of Edges and Butts of Shell Plating and Butts of Stringer Plates, Tie Plates, Keelsons, &c. Workmanship. Are the rivets work properly closed? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped?

	Material.	Total length.	DIAMETER AND THICKNESS.				Number of Plates in Round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Connell 86.6	28 x 9/20	22 x 7/20	23 x 7/20	18 x 3/20	2	4	3 x 3/20	double	table
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
BOWSPRIT.....	Fore	21.6	25 x 9/20	21 x 7/20	21 x 7/20	17 x 3/20	2	4	3 x 3/20	double	table
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
TOPMASTS.....	Fore	53.10	"	"	"	"	"	"	"	"	"
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
YARDS.....	Fore	82.0	At Centre	20 x 7/20	At Ends	10 x 7/16	2	"	"	single	table
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
FORE TOPMAY YARDS	Fore	45.10	"	18 x 9/20	"	9 x 7/16	2	"	"	single	table
	Main	69.6	"	17 x 9/20	"	8 x 7/16	"	"	"	"	"
	Mizen	45.10	"	18 x 9/20	"	9 x 7/16	"	"	"	"	"
MAIN	Fore	69.6	"	17 x 9/20	"	8 x 7/16	"	"	"	"	"
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
MIZEN	Fore	"	"	"	"	"	"	"	"	"	"
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"
JACSON	Fore	"	"	"	"	"	"	"	"	"	"
	Main	"	"	"	"	"	"	"	"	"	"
	Mizen	"	"	"	"	"	"	"	"	"	"

Remainder of Spars. Lower and upper 5. 9 and 10 yard Royal Yards to 1 & 2 masts. Pitch Pine. Rigging. Material and Size, Shrouds. Gals. steel wire 1 1/2" &c. Stays. 5" &c. Stays. 5" &c. Stays. 5" &c. Sails. one complete. Suit of working. Sails, and the following Spare Sails. one mast suit. EQUIPMENT No. 22410 LETTER U. ANCHORS.

Number of Certificate.	Weight, Ex. Stock.	Test per Certificate.	Weight, Ex. Stock.	Test per Certificate.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.			
33841 1st Bower	36 3 14	9 1 20	33 13 21	36 2 0	Padger & Co.	London	15/6/93
33843 2nd "	36 0 24	9 0 33	5 2 14	36 2 0	"	"	"
33842 3rd "	32 0 10	8 0 18	30 4 14	31 0 0	"	"	"
Collective weight		100 0 20					
33838 Stream	11 1 18	2 3 6	13 7 2 0	11 1 0	"	"	15/6/93
33840 Kedg	5 1 12	1 1 22	7 14 0 7	5 2 0	"	"	"
33839 2nd Kedg	2 3 9	0 2 25	5 7 2 0	2 3 0	"	"	"

CHAIN CABLES. HAWSERS AND WARPS. 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. Fathoms & Size. Per Rule. 23750 135 1/2 1 1/2 6 1/2 258 222 270 2nd 13828 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13829 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13830 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13831 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13832 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13833 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13834 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13835 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13836 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13837 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13838 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13839 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13840 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13841 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13842 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13843 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13844 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13845 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13846 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13847 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13848 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13849 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13850 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13851 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13852 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13853 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13854 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13855 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13856 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13857 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13858 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13859 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13860 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13861 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13862 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13863 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13864 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13865 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13866 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13867 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13868 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13869 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13870 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13871 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13872 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13873 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13874 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13875 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13876 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13877 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13878 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13879 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13880 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13881 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13882 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13883 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13884 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13885 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13886 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13887 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13888 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13889 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13890 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13891 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13892 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13893 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13894 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13895 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13896 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13897 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13898 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13899 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13900 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13901 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13902 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13903 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13904 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13905 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13906 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13907 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13908 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13909 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13910 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13911 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13912 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13913 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13914 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13915 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13916 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13917 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13918 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13919 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13920 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13921 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13922 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13923 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13924 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13925 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13926 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13927 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13928 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13929 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13930 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13931 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13932 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13933 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13934 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13935 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13936 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13937 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13938 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13939 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13940 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13941 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13942 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13943 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13944 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13945 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13946 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13947 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13948 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13949 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13950 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13951 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13952 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13953 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13954 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13955 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13956 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13957 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13958 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13959 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13960 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13961 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13962 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13963 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13964 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13965 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13966 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13967 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13968 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13969 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13970 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13971 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13972 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13973 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13974 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13975 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13976 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13977 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13978 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13979 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13980 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13981 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13982 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13983 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13984 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13985 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13986 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13987 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13988 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13989 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13990 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13991 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13992 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13993 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13994 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13995 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13996 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13997 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13998 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 13999 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd 14000 135 1/2 1 1/2 9 1/2 252 2 0 3 1/2 1 1/2 2nd

Order for Special Survey No. 1647. Date 3rd Dec 1893. Order for Ordinary Survey No. 108. State dates and initials of letters respecting this case 1892: 7th Dec 1893: 22nd Feb 1894: 8th May 1894. General Remarks (State quality of workmanship, &c.)

The workmanship is good; and the vessel has been constructed in accordance with the approved plans (see in number) which together with the Report on the forgings and the certificate of tests of the steel wire rigging, are attached hereto.

PARTICULARS FOR RECORD IN THE REGISTER BOOK. Length of Popp 43 ft. R.C.D. or Break 4 ft. Bridge Dk. 4 ft. Forecastle 33 ft. 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 8th wood. 2 tr B. Official No. Signal Letters. PARTICULARS OF WATER BALLAST. Double bottom, aft, length and water capacity in tons. Double bottom, amidships, length and