~~Spar, or~~ PART Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 9291.

WED. 24 JAN 1894

State if Report is also sent on the Machinery of the Vessel: Yes.

Port of West Hartlepool Date of completion of Report Jan 16th 1894 Received at London Office

Survey held at West Hartlepool Date, First Survey 17th August 1893 Last Survey Jan 13th 1894

the Steel Screw Steamer **"PACIFIC"** Rig Two masted schooner

Tonnage under Tonnage Deck	1974·18
between Tonnage Dk. and ~~3rd, 4th, Spar or~~ Awning Dk.	420·56
Total under Upper Dk.	
Do. of Poop	60·96
of ~~Bridge House~~ A.Q.Dk	138·25
Forecastle	
Do. of Houses on Deck	8·05
Do. of excess of Hatchways	20·32
Above Crown of Engine Room	2622·31
Gross Tonnage	
Crew Space	65·06
Above Crown of Engine Room	
Tonnage for Fees	2557·25
Less Engine Room	839·14
Less Navigation Spaces	27·50
Register Tonnage cut on Beam	1690·61

~~SPAR, AWNING OR~~ PART AWNING-DECKED VESSEL, ~~or a Vessel having a continuous Shade Deck.~~

CLASS ✠ 100 A.1.

	Feet.
Half Breadth (moulded)	20·91
Depth from upper part of keel to top of Main Deck Beams	21·71
Girth of Half Midship Frame (as per Rule)	38·83
1st Number	81·45
Length	298·311
2nd Number	24299·
Proportions—Breadths to Length	7·13
Depths to Length—Main Deck to top of Keel	13·74

Master Fred Marshall

Year of Appointment (1) As Master in service of owner of present vessel:—18 (2) As Master of this vessel 1894

Built at West Hartlepool

When built 1893-4 Launched 9th Dec 1893

By whom built W. Gray & Co. Ltd

Owners W. H. Cockerline & Co

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

Residence Hull.

Port belonging to Hull.

Destined Voyage Cardiff to load ~~If~~ Surveyed while Building, Afloat, and ~~or~~ in Dry Dock ✓

LENGTH on Deck as per Rule	Feet. 298	Inches. 4	BREADTH—Moulded	Feet. 41	Inches. 10	DEPTH, top of Floors to ~~Spar or Awn. Dk. Beams~~ Do. do. Main Deck Beams	Feet. 18	Inches. 4½	Power of Engines	Horse. 250	No. of Decks with flat laid 1, Pt. Awng Dk; No. of Tiers of Beams One

Dimensions of Ship per Register, Length 300·0 breadth 42·0 depth. – ~~Spar or Awn. Dk.~~ 18·3 Main Deck. Moulded depth, ft. 20 ins. 10 To Main Dk. Round up of Beam, Main Dk. 10½ ins.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved	Inches per Rule	20ths per Rule
FRAME, Angles, or ~~Z or ⌐ Bars~~, for 3/5 length amidships	5	3½	8	5	3½	8
	-	-	7	-	-	7
" for 1/5 at each end	3½	3½	8	3½	3½	8
" in way of Double Bottoms at Solid Floors ~~at intermdt. Bkts.~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	-	24	-	-	24	-
REVERSED FRAME, Angles	3½	3½	8	3½	3½	8
~~DEEP FRAMING, depth of girder~~						
FLOORS, depth and thickness of Floor Plate at mid-line for 3/5 length amidships						
" in way of Engines and Boilers						
" thickness at the ends of vessel						
" depth at ¾ the half-bdth. as per Rule						
" height extended at the Bilges						
FLOORS ~~& BRACKETS~~, in Cell Dble Bottoms	40	-	7	40	-	7
Distance apart	-	24	-	-	24	-
CENTRE GIRDER, in Double bottom, depth and thickness	40	-	10	40	-	10
" Angles, Top	4	4	9	4	4	9
" " Bottom	6½	4	9	6½	4	9
SIDE GIRDERS, number and thickness	One		7	One		7
Angles	3½	3½	7/8	3½	3½	7/8
MARGIN PLATE, depth (exclusive of flange) and thickness	27	-		26	-	
Angles	3½	3½	8	3½	3½	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	59	-	9	36	-	9
" thickness in Engine ~~and Boiler~~ space	-	-	9	-	-	9
" Remainder in Holds	-	-	7/8	-	-	7/8
BEAMS, ~~Spar or~~ PART Awning Deck, Single Angle, ~~Bulb Angle, Plate or Tee Bulb~~	6	3	8	6	3	8
~~Angles on upper edge~~	-	-	-	-	-	-
Average space	-	24	-	-	24	-
BEAMS, Main POOP Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	7½	3	10	7½	3	10
~~Angles on upper edge~~	-	-	-	-	-	-
Average space	-	24	-	-	24	-
~~BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb~~						
~~Angles on upper edge~~						
~~Average space~~						
BEAMS, Hold, ~~or Orlop~~ in After Hold, Plate ~~or Tee~~ Bulb	11	-	11	11	-	11
Angles on ~~upper~~ edges	5	4	9	5	4	9
Average space	as per elevation					
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	7½	3	9	7½	3	9
~~Angles on upper edge~~	-	-	-	-	-	-
Average space	-	48	-	-	48	-
~~BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb~~						
~~Angles on upper edge~~						
~~Average space~~						
~~BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb~~						
~~Angles on upper edge~~						
~~Average space~~						
PILLARS, In 'tween Deck, size and spacing	2¾	48"		2¾	-48"	
" Hold " "	4⅞ 4⅜	48"		4⅞ 4⅜	-48"	
~~Quarter, 'tween Dks.~~, " "	-	-	-	-	-	-
~~in Hold~~ " "						
WEB FRAMES, In Fore Body, No. and spacing	8 in No.	5-6 Spaces		(8)	5-6 Spaces	
" " brdth. & thicknss	15	-	8	15	-	8
" No. of Side Stringers "	Three	15	8	Three	15	8
WEB FRAMES, In E. & B. Space, No. & spacing	4 in No.	4-5 Spaces		(4)	4-5 Spaces	
" brdth. & thickness	15	-	8	15	-	8
WEB FRAMES, In After Body, No. and spacing	10 in No.	4-6 Spaces		10 in No.	4-6 Spaces	
" brdth. & thicknss	18	-	8	18	-	8
" No. of Side Stringers "	Two	18	8	Two	18	8
" Size of Angles ~~or Tee Bars~~ to Web Frames	3½	3½	8	3½	3½	8
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18×22		8	18×22		8

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
~~KEEL, Bar or Side Plates, depth and thickness~~	10 × 2⅝	10 × 2⅝
STEM, moulding and thickness	10 × 6	10 × 6
STERN-POST for Rudder do. do.	·	·
" " for Propeller	8	8
MAIN PIECE of Rudder, diameter at head		
do. at heel	4	4

RUDDER, how constructed Iron Forging, plated.

Can the Rudder be unshipped afloat? Yes

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved	Inches per Rule	20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
" Rider Plate						
" Bulb Plate to Intercostal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercostal Plate, for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercostal Plate, for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate, for length						
" Intercostal Plate, for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles						
" Bulb or Intercostal Plate, for lng.						
" Attached to outside plating with Angle						
~~Spar, or~~ PART Awning Deck Stringer Plates, breadth and thickness	40		10	40		10
" Angle on ditto	4×4×		9	4×4×		9
" ~~Tie Plates, fore and aft, outside Hatchways~~						
" ~~Diagonal Tie Plates, No. of prs.~~	-		-	-		-
" Deck.* Iron ~~or Steel, for lng.~~	-		5/16	-		5/16
" ~~Wood Deck, Material & thickness~~						
Main POOP Deck Stringer Plate, breadth & thickness	43		11	43		11
" Angles on ditto, No. 2	4×4×		9	4×4×		9
" ~~Tie Plates, outside Hatchways~~	-		-	-		-
" ~~Diagonal Tie Plates, No. of prs.~~	-		-	-		-
" Deck.* ~~Iron or~~ Steel, for whole lng.	-		7	-		7
" ~~Wood Deck, Material & thickness~~						
~~Lower Deck Stringer Plates, br'dth & thickn's~~						
" ~~Angles on ditto, No.~~						
" ~~Tie Plates, outside Hatchways~~						
" ~~Deck.* Material and thickness~~ After Hold						
LOWER DK. Hold, ~~or Orlop~~ (AFTER) Stringer Plate, br'dth & thckn's	40		9	40		9
" Angles on ditto, No. 2	4×4·		9	4×4·		9
" ~~Tie Plates, outside Hatchways~~	-		-	-		-
" ~~Deck. Material and thickness~~	-		-			
Poop Deck Stringer Plate, breadth & thickness	32		6	32		6
" Angles on ditto	3×3×		7/6	3×3×		7/6
" Tie Plates	10		6	10		
" Deck. Material and thickness Y.P.	3 in			3		
~~Bridge Deck Stringer Plate, br'dth & thickness~~						
" ~~Angle on ditto~~						
" ~~Tie Plates~~						
" ~~Deck. Material and thickness~~						
~~Forecastle Deck Stringer Plate, b'rdth & th'kns~~						
" ~~Angle on ditto~~						
" ~~Tie Plates~~						
" ~~Deck. Material and thickness~~						

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number In Vessel.	Number Per Rule.	Thickness.	Stiffeners Horizontal.	Stiffeners Vertical. Inches.	Spacing Inches.	Single or Double Frames.	Height up.
W. T. BULKHEADS	5	5	6-7	5×3½×9/20; 7½×3×10/20	5×3½×9/20	V-30	Double	Awning & Main Decks
~~PARTITION~~ Collision	-	-	-.-	7½×3×10/20	5×3½×9/20	H-48	-.-	
~~LONGITUDINAL~~ "	-	-	-		-	-	-	-

Are the outside Plates doubled two spaces of Frames in length? Yes.

Form No. 10.

STRAKES.	PLATING. AS IN SHIP. AMIDSHIP. Breadth.	AMIDSHIP. Thickness.	FORWARD. Thickness.	AFT. Thickness.	PER RULE OR AS APPROVED. AMIDSHIP. Breadth.	AMIDSHIP. Thickness.	RIVETING. EDGES. Single or Double.	EDGES. Breadth of Lap.	EDGES. RIVETS. Diam.	EDGES. RIVETS. Spacing cr. to cr.	BUTTS. Double or Treble and for what Length.	BUTTS. RIVETS. Diam.	BUTTS. RIVETS. Spacing cr. to cr.	BUTTS. STRAPS. Breadth.	BUTTS. STRAPS. Thickness.	IF LAPPED. Breadth.	IF LAPPED. For what Length.
	Inches.	16ths or 20ths	16ths or 20ths	16ths or 20ths	Inches.	16ths or 20ths		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL ~~(If Bar Keel, state Riveting)~~	36	16	12	12	36	16	Double	6	1	4	Treble-whole	1	3½	19	20/20	–	
GARBOARD or A Strake	42	12	11	12	36	12	"	5¼	7/8	3 3/8	–"–	7/8	3 1/16	–	–	9"	whole
B " (State actual thickness in way of Double Bottom.)	In way of cell D.B.	10-11	9	11	In way of Cellular D.B.	10-11	"	"	"	"	"	"	"	–	–	"	"
C "		10-11	Stealer	Stealer	-	10-11	"	"	"	"	"	"	"	–	–	"	"
D "		10-11	9	(Boss) 12	-	10-11	"	"	"	"	"	"	"	–	–	"	"
E "		10-11	Stealer	Stealer	-	10-11	"	"	"	"	"	"	"	–	–	"	"
F "		12	10	12	-	12	"	"	"	"	"	"	"	–	–	"	"
G "		12	10	12	-	12	"	"	"	"	"	"	"	–	–	"	"
H "		11	9	11	-	11	"	"	"	"	"	"	"	–	–	"	"
J "		11	9	9	-	11	"	"	"	"	"	"	"	–	–	"	"
K "		11	9	9	-	11	"	"	"	"	"	"	"	–	–	"	"
L "	44	13	10	10	42	13	"	"	"	"	29 in way of doubling, 39-3/4 beyond –"–	"	"	11½, 16¾	13/20, 17/20	–	–
M "		10 & 9	7	7	-	10 & 9	"	"	"	"	double	¾ & 7/8	3½-2¾	11½-9¾	10 & 9/20	–	–
N "	40	11	7	7	36	11	"	"	"	"	treble-¾L	7/8	3 1/16	16¾	12/20	–	–
~~O~~ "	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
~~P~~ "																	
Q "																	
DOUBLING ~~of Flat Plate Keel~~																	
Length and thickness ~~of Bilges~~																	
Length and thickness of main Sheerstrakes		11	From abaft break to ⅔ Length Fore			11	–	–	–	–	double	7/8	3⅛	11¼	11	–	–
of Strake above do ~~below~~		10	" before	" " "	Aft.	10	–	–	–	–	–"–	"	"	"	10	–	–
POOP SIDES	-	7	–	–	-	7	Single	2½	¾	3	–"–	¾	2⅝	9¾	7	–	–
BRIDGE SIDES (Part Awning Deck)	-	9 (for 120 ft)			-	9											
FORECASTLE SIDES	-	7			-	7											

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? *Steel - Siemens - Martin.*

Steel { Plates West Hartlepool Steel & Iron Co
{ Angles Dorman Long & Co Ltd
Iron { Plates West Hpool Steel & Iron Co
{ Angles Dorman Long & Co Ltd

Part ~~Spar or~~ Awning Stringer Plate { **Butts,** double ~~treble~~ riveted for *whole* length ~~amidship.~~
{ **Straps,** single, ~~double or overlapped~~ for *whole* length ~~amidship.~~
Main Stringer Plate { **Butts,** treble riveted for *three-quarters* length amidship.
{ ~~**Straps,** single,~~ double and ~~or~~ overlapped for *whole* length ~~amidship.~~
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of **Edges** *single except M.C. strake* **Butts** *Double - ½ length*
Centre Girder Butts, *treble* riveted ~~**Keelson Butts,**~~ ~~riveted.~~
Frames, riveted through Plates with *7/8* in. Rivets, about *6 ins* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *middle line* to *margin plate, thence to top height.*
REVERSED FRAMES on floors and frames extend from *middle line to margin plate. In way of Awning Dk - all to Main Dk, alternately to Forc'sl Dk. After Hold. To A.D. & Lower Dk Stringer alternately. All to Poop Deck in After Peak. Double inside tanks in Engine & Boiler Space*

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	ANGLES. Number.	ANGLES. Size.	RIVETING. Seams.	RIVETING. Butts.
LOWER MASTS.... Fore	Iron	72" 9	20 × 6/16	16 × 5/16	16½ × 5/16	15 × 5/16	2	–	–	Single	Double treble
Main	–"–	65" 0	20 × 6/16	16 × 5/16	16¾ × 5/16	15 × 5/16	2	–	-	"	–"–
~~Mizen~~											

~~Bowsprit~~
Topmasts, ~~Yards~~ and Remainder of **Spars** *of Wood.*
Rigging, Material and Size, **Shrouds** *Galvanized Iron Wire - Fore & Main 3¼* **Stays** *Galv: iron wire 3¼, backstays etc. 3"-2½"*
Sails. *One* Suit of *good* Sails, ~~and the following spare sails~~

EQUIPMENT No. *27337* **LETTER** *"t"*. **ANCHORS.**

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK Cwts.	qrs.	lbs.	WEIGHT OF STOCK. Cwts.	qrs.	lbs.	TEST, PER CERTIFICATE. Tons.	cwts.	qrs.	lbs.	WEIGHT REQ. BY RULE. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent, state Name of Patentee.)	Makers.	Where and when tested and Superintendent.
25759	1st Bower	42	2	0	–	–	-	37	10	0	0	42	2	0	Finch's Patent	Lumsdon & Co	Sunld 8/1/94 J. Hartness
25760	2nd "	42	2	0	–	–	-	37	10	0	0	42	2	0	–"–	–"–	–"– –"–
25755	3rd "	36	2	0	–	-	-	33	8	3	0	36	1	0	–"–	–"–	–"– 6/1/94 –"–
	Collective weight	121	2	0								121	1	0			
25600	Stream	10	3	21	3	0	0	12	17	2	0	10	3	0	Rodgers Patent	Lumsdon & Co	Sunld 24/11/93 –"–
25523	Kedge	5	2	7	1	2	7	7	18	1	21	5	2	0	–"–	–"–	–"– 3/11/93 –"–
	~~2nd Kedge~~																

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE. Supplied.	Per Rule.	Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
10687	240	1 7/8	88 5/10, 63¾	Cwts qrs lbs 425-1-25	Cwts qrs lbs 425-1-0	240-1 14/16	Stud Link	Lumsdon & Co	Sunld 30th Dec 1893 J. Hartness	TOWLINE	100	4"	33 tons	100-12-4" Wire
										HAWSER	90	3¼	22.	90-9½-3"
										WARP	90	2¾	15½"	90-8
10716 Iron Stream Chain ~~or Steel Wire~~	75	1 1/8	34⅛, 22¾	Cwts 49-0-17	Cwts 48-2-6	75-1 2/16	–"–	–"–	" 28/12/93 J. Hartness		etc.			

Boats *4 in No - Two lifeboats and two others.*
Pumps, Number *7 - in No (Hand Pumps)* Diameter of Barrel and Tail Pipe *Barrel 5" Tail 2¼"*
Windlass is *Emerson Walker & Thompsons (Steam)* **Capstan** *–*
Engine Room Skylights.—How constructed? *Plate coamings and sides, with teak covers.*
What arrangements for deadlights in bad weather? *Thick glass bull's eyes.*
Coal Bunker Openings.—How constructed? *Plate coamings* How are lids secured? *Cleats & battens* Height above deck? *15" & 45"*
Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** *On A.Deck - 4 in No 24" × 11". Scuppers - 3 in No on A.D.Dk.*
Ceiling in Holds, thickness and material *2½ W.P.* *Spar* **Ceiling** *in Holds &* **'tween Decks,** thickness and material *2" W.P.*
Cargo Hatchways.—How formed? *Plate coamings* **Hatches,** If strong and efficient? *Yes - 2⅞*
State size **No. 1 Hatch** (Forward) *24' × 14' × 21"* **No. 2 Hatch** *25-10 × 14' × 21 ins* **No. 3 Hatch** *5-10" × 14' × 21"* **No. 4 Hatch** *24'0" × 14'0" × 29½"* *" 5 – " 24'0 × 14'0" × 30"*
Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch *No 1 Hatch: 2 Webs (1 portable) 3 F & A; No 3 - 3 F & A; No 2 3 Webs (2 portable) and 3 F & Afters, No 4 & 5 - 2 Web Plates and 3 F & Afters* **No. of Breasthooks** *Four* **No. of Crutches** *Two & deep floors*
Bulwarks, height above deck and description *4/16" plating 39 ins high* Main Rail, material and size *T - 6" bulb angle*

The above is a correct description.

For William Gray & Co. Limited.

Builder's Signature (here only.) *Wm C. Gray* ~~Governing~~ Director

Surveyor's Signature *S. A. Nash.*
Surveyor to Lloyd's Register of British & Foreign Shipping.

Form No. 1C.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*)
M. 28th July. E 25th Oct. 1893

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 plating? A few
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

General Remarks (State quality of workmanship, &c.) The workmanship is good, and the vessel has been built in accordance with the approved plans (4 in No.), which with the forging reports are attached herewith.
The decks, funnel, hand pumps etc. have been tested by water as required
The frames in Engine and Boiler Space are 6½ × 3 × 11/20 bulb angle.
The cellular Double Bottom under Boilers is not fitted for water ballast for 16 ft. the tops being omitted. The Scantlings in way of same are of iron as follows.

Floors and side girders	8/16 inch
Frame angles (in Cellular DB's)	3½ × 3½ × 8/16
Reverse frame " (" ")	3½ × 3½ × 8/16
Girder angles	3½ × 3½ × 7/16.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26·8 ft., R.Q.D. or Break 88·0 ft., ~~Bridge~~ P'Awng Dk. 185·2 ft., ~~F'castle~~ - ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Main and P.A. Deck connected.
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 (Stl), and Web Frames, and P.A. Awng Dk
Official No. 102932; Signal Letters ~
How are the surfaces preserved from oxidation? Inside Portland Cement Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes.

Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, and under Engines	122	342
Double bottom, forward,	116	301
Double bottom, under ~~Engines and~~ Boilers, not fitted for Water Ballast for 16 ft	-	-
~~Double bottom, if under Engines only~~,	-	-
~~Double bottom, if under Boilers only~~,	-	-

Where fitted.	Length. Feet.	Water Capacity. Tons.
Fore peak ~~tank~~,	-	-
After peak tank,	-	32
~~Midship deep tank~~,	-	-
~~Other tanks, if fitted~~,	-	-
(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules Tested as required

Order for Special Survey No. 1570
Date 3rd August 1893
~~Order for Ordinary Survey No.~~
~~Date~~
No. 469 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	Built under Special Survey
2nd. On the plating during the process of riveting	
3rd. When the beams were in and fastened, and before the decks were laid	First Visit 17th August 1893
4th. When the ship was complete, and before the plating was finally coated or cemented	Last " 13th January 1894
5th. After the ship was launched and equipped	

Total No. of Visits 40

The amount of Entry Fee .....£ 5 : :
Special Survey Fee ...£ 88 : 18 : 6
Travelling Expenses, if any £ : :

Fees applied for, 23·1·1894
Received by me, 23·1·1894

Certificate to be sent ~

I am of opinion this Vessel should be Classed ✠ 100 A.1 "Steel P.A. Awning Deck"
With, ~~or without~~ Freeboard, as condition of Class

S. Aby Nash,
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 26 JAN 1894
Character assigned 100 A1 Steel
P.A. awng dk.
a + cp
+ Dec 1.94
1 Dk (Stl) + Web frames
P.A. awng dk (Iron)
Write

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A.1 ("Steel") "Part awning Deck with freeboard" as recommended.
The Summer freeboard of 8" 8" from centre of disc to top of Statutory deck line at part awning deck, now marked on the Vessel's sides, to be inserted in the Classification Certificate and recorded in the Register Book; and further the remaining freeboards, as shewn on the accompanying verification form to be inserted in the Certificate of Classification.

100 A.1 ("Steel") "P.A. awng dk with freeboard"
1 Dk (Stl) & web frames & P.A. awng dk (Iron)
N.B. = Cell D.B. &c (particulars above)
F.K.

It should be pointed out to the Surveyor that he should use form No. 1A for reporting Part awning deck Vessels.

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

Hull Certificate Written.

HPL372-0002(2/2)