

2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

STEEL STEAMER.

Received at London Office,

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

Date of completion of Report 13. 12. 94.

Date, First Survey 14th March

Port of West Hartlepool
Last Survey 12th Dec^r 1894

Rig Schooner

Master W. Story

Year of appointment (1) As master in service of owner of present vessel: 1894
(2) As master of this vessel: 1894

N 545 Survey held at

O Screw Steamer "PHOEBE"

ONE DECKED VESSEL.

CLASS 100A1

TONnage under Deck 2126.87

Do. on Deck 59.24

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Half Breadth (moulded) 20.20

Depth from upper part of Keel to top of Main Deck Bms. 23.97

Girth of Half Midship Frame (as per Rule) 39.40

1st Number 83.57

Length 311.00

2nd Number 25990

Proportions—Breadths to Length 7.67

Depths to Length—Main Deck to top of Keel 12.9

Destined Voyage Bight of Matamoras

Built at Whitley

When built 1894 Launched 14 Nov^r 1894

By whom built J. Turnbull & Son

Owners Turnbull Bros.

Managers

Residence Cardiff

Port belonging to Cardiff

LENGTH on Deck as per Rule 311 0 BREADTH—Moulded 40 5 DEPTH—Top of Floors to Main Deck Beams 21 10 1/2 Power of Engines 242 Horse. No. of Decks with Flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, Length, 312.4 breadth, 40.6 depth, 21.8 Moulded Depth, ft. 23 ins. 2 Round of Beam 9 1/4 inches.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | |
|--|---------------------|-----------------|----------------|---|-------------------------|-----------------|----------------|
| | Inches in Ship. | Inches in Ship. | 20ths in Ship. | | Inches in Ship. | Inches in Ship. | 20ths in Ship. |
| FRAME, Angles, 1/2" x 3", for 1/2 length amidships | 5 | 3 1/2 | 8 | KEEL, Bar or Side Plates, depth and thickness | 10 x 2 3/4 | 10 x 2 3/4 | |
| Do. for 1/2 at each end | " | " | 7 | STEM, moulding and thickness | 10 x 6 | 10 x 6 | |
| No. in way of Double Bottoms at Solid Floors | " | " | 7 | STERN-POST for Rudder do. do. | 10 x 6 | 10 x 6 | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | | 24 | " for Propeller | 10 x 6 | 10 x 6 | |
| REVERSED FRAME, Angles | 3 1/2 | 3 1/2 | 8 | MAIN PIECE of Rudder, diameter at head | 8 | 8 | |
| DECK FRAMING, depth of side | 2 1/2 | | 10 | do. at heel | 4 | 4 | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | 11 1/2 | | 11 1/2 | RUDDER, how constructed | Fixed in frame, plated. | | |
| " in way of Engines and Boilers | 9 1/2 | | 9 1/2 | Can the Rudder be unshipped afloat? | Yes. | | |
| " thickness at the ends of vessel | As approved | | | KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | 20ths in Ship. |
| " depth at 1/2 the half breadth, as per Rule | As approved | | | CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate or Intercoastal Plate | 15 | 14 | 15 |
| " height extended at the Bilges | As approved | | | " Rider Plate | 14 | 14 | 13 1/2 |
| FLOORS & BRACKETS in Cold Bottoms | As approved | | | " Bulk Plate to Intercoastal Keelson | | | |
| Distance apart | As approved | | | " Horizontal Plates on Floors | 6 1/2 | 4 | 9 |
| ENTRE CORDER, in Double Bottom, depth and thickness | | | | " Angles | 6 1/2 | 4 | 9 |
| " Angles, Top | | | | SIDE KEELSON, Angles | 6 1/2 | 4 | 9 |
| " Bottom | | | | " Bulk or Plate above floors for length | | | |
| DE GIRDERS, number and thickness | 4 | 3 1/2 | 7 | " Intercoastal Plate for length | 3 1/2 | 3 1/2 | 9 |
| " Angles | 3 1/2 | 3 1/2 | 7 | " Attached to outside plating with Angle | 3 1/2 | 3 1/2 | 9 |
| MARGIN PLATE, depth (exclusive of flange) and thickness | 29 | 8 | 26 | BILGE KEELSON, Angles | 6 1/2 | 4 | 9 |
| " Angles | 3 1/2 | 3 1/2 | 8 | " Bulk or Plate above floors for length | 9 1/2 | 9 | 9 1/2 |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 36 | 8 | 9 1/6 | " Intercoastal Plate for length | | | |
| " thickness in Engine and Boiler space | 8 | 8 | 8 | " Attached to outside plating with Angle | | | |
| " Remainder in Holds | 8 | 8 | 8 | BILGE STRINGER Angles | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 7 1/2 | 3 | 9 | " Bulk Plate for length | | | |
| " Angles on Upper Edge | | | | " Intercoastal Plate for length | | | |
| " Average space | 24 | | 24 | " Attached to outside plating with Angle | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 10 1/2 | 10 | 10 1/2 | SIDE STRINGER Angles | | | |
| " Angles on Upper Edge | 4 1/2 | 4 | 9 | " Bulk or Intercoastal Plate for length | | | |
| " Average space | As approved | | As approved | " Attached to outside plating with Angle | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | Main and Raised Quarter Deck Stringer Plate, breadth and thickness | 44 1/2 | 10 | 44 1/2 |
| " Angles on Upper Edge | | | | " Angle on ditto | 5 1/2 | 9 | 5 1/2 |
| " Average space | | | | " Tie Plates fore & aft, outside Hatchways | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | 7 | 3 | 8 | " Diagonal Tie Plates on Bms. No. of Pairs | | | |
| " Angles on Upper Edge | | | | " Main Dk* Iron or Steel for length | 7/16 | | 7/16 |
| " Average space | 48 | | 48 | " R. Q. Dk* Iron or Steel for length | 7/16 | | 7/16 |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | 5 1/2 | 3 | 7 | Part Awng Deck Stringer Plate, breadth and thickness | 40 | 10 | 40 |
| " Angles on Upper Edge | | | | " Angle on ditto | 4 x 4 | 9 | 4 x 4 |
| " Average space | 24 | | 24 | " Tie Plates, outside Hatchways | 8 | 5/16 | 8 |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | " Deck* Material and thickness | 8 | 5/16 | 8 |
| " Angles on Upper Edge | | | | Hold Stringer Plate | | | |
| " Average space | | | | " Angles on ditto | | | |
| LLARS, In 'tween Decks, Size and Spacing | 2 1/4 - 4 ft. apart | | | Poop Deck Stringer Plate, breadth & thickness | 24 | 6 1/6 | 24 |
| " Hold | 4 5/8 - 4 ft. apart | | | " Angle on ditto | 3 x 3 | 5/16 | 3 x 3 |
| " Quarter 'tween Dks. | | | | " Tie Plates | 12 | 5/16 | 12 |
| " in Hold | | | | " Deck, Material and thickness | 4 x 3 | | 3 |
| EB FRAMES, In Fore Body, No. and Spacing | 8 - 6 frame spaces | | | Bridge Deck Stringer Plate, brdth & thickness | | | |
| " Brdth. & Thickness | 18 | 8 | 18 | " Angle on ditto | | | |
| " No. of Side Stringers | 3 | | 3 | " Tie Plates | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | 4 - 4 frame spaces | | | " Deck, Material and thickness | | | |
| " Brdth. & Thickness | 18 | 8 | 18 | Forecastle Deck Stringer Plate, brdth & thickness | | | |
| WEB FRAMES, In After Body, No. and Spacing | 12 - 4 frame spaces | | | " Angle on ditto | | | |
| " Brdth. & Thickness | 18 | 8 | 18 | " Tie Plates | | | |
| " No. of Side Stringers | 3 | | 3 | " Deck, Material and thickness | | | |
| " Size of Angle on Tee Beam to Web Frames | 6 | 4 | 11 | Are the outside Plates doubled two spaces of Frames in length? | Yes. | | |
| BRACKET PLATES to Stringers between Web Frames, Depth and Thickness | 18 | 8 | 18 | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|---|-------------|-------------|---|-------------|--------------------------|-----------|-------------------|-----------------|---------|---------------------------------------|---------|---------|------------|----------|-------------|----------|------------------|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES. | | | BUTTS. | | | IF LAPPED. | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | AMIDSHIP. | Single or Double. | Breadth of Lap. | RIVETS. | Double or Treble and for what Length. | RIVETS. | STRAPS. | IF LAPPED. | Breadth. | Thick-ness. | Breadth. | For what Length. | | |
| | Breadth. | Thick-ness. | Breadth. | Thick-ness. | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL..... | 36 | 16 | 12 | 12 | 26 | 16 | Double | 6 | 1 | 4 | 3/8 | 19 | 20 | ✓ | | | | | |
| (If Bar Keel, state Riveting) | | | | | | | | | | | | | | | | | | | |
| GARBOARD OR A Strake... | 48 | 12 | 12 | 12 | 48 | 12 | " | 3 1/2 | 7/8 | 3 1/2 | 3/8 | 18 1/4 | 16 | ✓ | | | | | |
| State actual thickness in way of Double Bottom. | | | | | | | | | | | | | | | | | | | |
| B " | | 12 | 9 | 12 | 12 | | " | " | " | " | " | " | 16 | ✓ | | | | | |
| C " | | 11 | 9 | 12 | 11 | | " | " | " | " | " | " | 15 | ✓ | | | | | |
| D " | | 12 | 9 | 12 | 12 | | " | " | " | " | " | " | 16 | ✓ | | | | | |
| E " | | 11 | 9 | 11 | 11 | | " | " | " | " | " | " | 15 | ✓ | | | | | |
| F " | | 12 | 9 | 12 | 12 | | " | " | " | " | " | " | 16 | ✓ | | | | | |
| G " | | 11 | 9 | 11 | 11 | | " | " | " | " | " | " | 15 | ✓ | | | | | |
| H " | | 12 | 9 | 12 | 12 | | " | " | " | " | " | " | 16 | ✓ | | | | | |
| J " | | 11 | 9 | 11 | 11 | | " | " | " | " | " | " | 15 | ✓ | | | | | |
| K " | | 12 | 9 | 9 | 12 | | " | " | " | " | " | " | 16 | ✓ | | | | | |
| L " | | 11 | 9 | 9 | 11 | | " | " | " | " | " | " | 15 | ✓ | | | | | |
| M " | 42 | 15 | 10 | 10 | 42 | 15 | " | " | " | " | 1 3/2 | 19 | 19 | ✓ | | | | | |
| N " | 54 | 9 | 7 | 7 | 54 | 9 | " | 4 1/2 | 3/4 | 3 | 7/8 | 3 1/2 | 18 1/4 | 9 | ✓ | | | | |
| O " | 38 | 11 | 7 | 7 | 38 | 11 | " | " | " | " | " | " | 12 | ✓ | | | | | |
| P " | | | | | | | | | | | | | | | | | | | |
| DOUBLING of Flat Plate Keel | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Strake below | 42 | 10 | from length from aft to 8 ft. fore of break | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | 10 | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | 14 ft. | 7 | | | | 12 ft. | | | | | | | | | | | | | |
| LENGTHS OF PLATING | | | | | | | | | | | | | | | | | | | |

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, outside Plating, &c.?
Mild Steel, Malleable & Dorman Long &c.
 Best for Keelson Malleable, the most & Dorman Long &c.

Main Stringer Plate (Butts, treble riveted ~~and~~ *length amidship*
~~Straps, single, double~~ overlapped for *3/4* length amidship
 Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?
 Inner Bottom Plating, riveting of Edges *single* Butts *single*
 Centre Girder Butts, *treble* riveted. Keelson Butts, *treble* riveted.
 Frames, riveted through Plates with *7/8* in. Rivets, about *6* apart.
 Rivets, state whether of Iron or Steel *Iron*.

FRAMES extend in one length from *Deck Side* to *Gunwale*
 REVERSED FRAMES on floors and frames extend from *Deck Side* all to *Main Ax*; *altg. to R. Ax. Upper Stringer, lower Ax Stringer in way of Forecastle.*

| MASTS, SPARS, &c. | | | | | | | | | | RIVETING. | | | | | | | | | |
|--|--|---------------|-------------------------|---------------|---------------|---------------|-------------------------|---------|-------|-----------|--------|---------|------------|----------|-------------|----------|------------------|--|--|
| LOWER MASTS | Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETS. | Butts. | Straps. | If Lapped. | Breadth. | Thick-ness. | Breadth. | For what Length. | | |
| | | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | | | | | | | | | | |
| Fore | Iron | 71.9 | 19 1/4 x 5/16 | 15 1/4 x 5/16 | 16 1/4 x 5/16 | 13 1/4 x 5/16 | Two | ✓ | | Double | treble | | | | | | | | |
| Main | " | 78.9 | " | " | " | " | Two | ✓ | | " | " | | | | | | | | |
| Stays | | | | | | | | | | | | | | | | | | | |
| Topmasts, Yards and Remainder of Spars | <i>Wood fished topmasts</i> | | | | | | | | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds | <i>4 Shrouds 3/4" gal. steel wire</i> | | | | | | | | | | | | | | | | | | |
| Sails. | <i>One Suit of Sails and the following spare sails Main Staysail</i> | | | | | | | | | | | | | | | | | | |

EQUIPMENT NO. *29239* LETTER *Z* TONNAGE FOR TRAWLERS *✓* U.D.K.
 ANCHORS.

| Number of Certificate. | Anchors. | WEIGHT, EX STOCK | | | WEIGHT OF STOCK | | | TEST, PER CERTIFICATE. | | | WEIGHT REG. BY RULE | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|------------------|------|------|-----------------|------|------|------------------------|-------|------|---------------------|------|------|------------------------|---|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | Cwts. | qrs. | lbs. | | | |
| 26753 | 1st Bower | 44 | 2 | 0 | | | | 28 | 18 | 3 | 0 | 42 | 2 | 0 | Byers | WZ Byers 3.9.94 |
| 26761 | 2nd " | 40 | 1 | 14 | | | | 36 | 0 | 2 | 14 | 42 | 2 | 0 | Patent | Sunderland 5.9.94 |
| 26762 | 3rd " | 36 | 3 | 14 | | | | 33 | 13 | 1 | 21 | 36 | 1 | 0 | Stockless | " 6.9.94 |
| | Collective weight | 121 | 3 | 0 | | | | 121 | 1 | 0 | | | | | Byers test certificates supplied for each stockless | |
| 26958 | Stream | 10 | 3 | 0 | 2 | 3 | 0 | 12 | 13 | 0 | 14 | 10 | 3 | 0 | Rodgers | 20.10.94 J. Robson |
| 26959 | Kedge | 5 | 2 | 0 | 1 | 1 | 14 | 7 | 16 | 1 | 0 | 5 | 2 | 0 | " | " Sunderland |
| | and Kedge | | | | | | | | | | | | | | | |

| CHAIN CABLES. | | | | | | | | | | HAWERS AND WARPS. | | | | | | | | | |
|------------------------|----------|-------|------------------------|-----------|----------------------------|--------------|-------------------|--|-----------|-------------------|-----------|--------------------------------------|----------------------------|-------|----|-----|-------|--|--|
| Number of Certificate. | Fathoms. | Size. | WEIGHT OF CHAIN CABLE. | | 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. | | | | | | |
| | | | Supplied. | Per Rule. | | | | | | | | | | | | | | | |
| 11214 | 210 1/4 | 1 1/2 | 88 1/2 | 63 3/4 | 2 1/2 | 42.5.1.0 | 240-18 | Stidham | J. Taylor | 20.10.94 | J. Robson | TOWLINE Steel | 100 | 4 | 33 | 100 | 4 | | |
| 10278 | 30 | 1 1/2 | " | " | " | " | " | " | Ylono | 27.2.93 | J. Robson | HAWSER " | 90 | 3 1/2 | 22 | 90 | 3 1/2 | | |
| 11213 | 75 | 1 1/2 | 24 1/2 | 22 1/4 | 48.2.6 | 75.18 | " | " | " | 20.10.94 | J. Robson | WARP manilla | 90 | 8 | " | 90 | 8 | | |
| Iron Stream Chain | | | | | | | | | | | | | | | | | | | |

Boats *2 life boats & 2 others*
 Pumps, Number *Split Ax Pumps* Diameter of Barrel and Tail Pipe *6" x 3 1/2"*
 Windlass is *Emerson Walker & Thompson* *Cast-iron*
 Engine Room Skylights.—How constructed? *Iron or brass casing 6' 6" high*
 What arrangements for deadlights in bad weather? *Thick glass bullseyes in iron hinged covers*
 Coal Bunker Openings.—How constructed? *Hatch 4' x 5' each side* How are lids secured? *Bars & Lugs* Height above deck? *15"*
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *5 Ports (24" x 18") 3 Scuppers Each side of gr. ax.*
 Ceiling in Holds, thickness and material *2 1/2 W.P.* Ceiling 'tween Decks, thickness and material *2" W.P. battens*
 Cargo Hatchways.—How formed? *Iron plate coamings* Hatches.—If strong and efficient? *Yes, solid*
 State size No. 1 Hatch (Forward) *15' 11" x 14' 0" x 18"* No. 2 Hatch *24' 0" x 14' 0" x 18"* No. 3 Hatch *20' 0" x 14' 0" x 33"* No. 4 Hatch *20' 0" x 14' 0" x 33"*
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *18 B's in No. 1, 2 W's in No. 2, 1 W's in No. 3 & 4*
 3 for Yachts in each hatchway. No. of Breasthooks *2 in No. 1, 2 in No. 2, 1 in No. 3 & 4* No. of Crutches *1 in No. 1, 1 in No. 2, 1 in No. 3 & 4*
 Bulwarks, height above deck and description *Iron plate 4' 4" above stringer* Main Rail, material and size *Butt angle 6"*
 The above is a correct description. *Chas. Fowling* Surveyor's Signature
 Builder's Signature (here only) *John Turnbull & Son* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

1894 - Feb 26. 27. March 20. Aug 9 Dec 7

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

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

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

The workmanship is good & the vessel has been built in accordance with the approved plans (4 in No.) which together with one Dorgings Report are attached hereto.
 The fore & after peaks have been filled with water to height of load line & found good, the bow deers and tunnel have been tested by water & the deers pumps proved.

Drawings:
 Midship Section
 Profile
 Pumping arrangement
 Connection of diamond plates to web frames

This is a similar vessel to the S.S. "Jena" in West Hartlepool Report No. 9142

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *29* ft., R.Q.D. or Break *90* ft., Bridge Dk. *193* ft., F'castle *✓* 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

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) & Part-Awning deck (iron)*

Official No. *98449*; 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

| Where fitted. | Length. | Water Capacity. | Where fitted. | Length. | Water Capacity. |
|---|---------|-----------------|--|---------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, | 107 1/4 | 281 | Fore peak tank, | ✓ | ✓ |
| Double bottom, forward, | 120 | 293 | After peak tank, | ✓ | ✓ |
| Double bottom, under Engines and Boilers, | ✓ | 574 | Midship deep tank, | ✓ | ✓ |
| Double bottom, if under Engines only, | ✓ | ✓ | Other tanks, if fitted, | ✓ | ✓ |
| Double bottom, if under Boilers only, | ✓ | ✓ | (If necessary, furnish further information by sketch.) | | |

State whether the above have been tested as required by the Rules *Yes*

Order for Special Survey No. *1597*
 Date *1st March, 1894*
 Order for Ordinary Survey No. *126*
 Date *12th Dec, 1894*
 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.
 Built under Special Survey.
 First Survey, *14th March, 1894*
 Last Survey, *12th Dec, 1894*
 Total No. of Visits *28*

The amount of Entry Fee £ *5* : : Fees applied for, *13.12.1894*
 Special £ *91* : *19* : *6* Received by me, *1894*
 Certificate £ : :
 Travelling Expenses, if any £ *11* : *14* : *9*
 I am of opinion this Vessel should be Classed *100A1 "Part-Awning deck."*
 With, or without Freeboard, as condition of Class *"With Freeboard"* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Character assigned
100A1 Steel
pc. Awning dk.
with freebd. 5.9.1
1 St. Iron) & Web frames
& pc. Awning dk. (Iron)
 TUES. 18 DEC 1894
 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 100A1 (Steel) Part-Awning deck with freeboard as recommended. The Surveyor's report of 9.1.94 from centre of line to top of plating deck line at part-awning deck, and on the vessel's side, to be inserted in the Classification Certificate and recorded in the Register Book, and further the remaining freeboard, as shown in the accompanying verification form to be inserted in the Certificate of Classification.
 + 100A1 (Steel) Part-Awning dk. with freeboard
 1 St. Iron) & web frames & pc. Awning dk. (Iron)
 M.B. = D.B. + 104' + 120' = 224'
 HPL374-0001 (2/12) Foundation