

BULKHEADS.				No. in Vessel	No. Req'd. by Rule					
				Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.		
Ceiling betwixt Decks, thickness and material <i>linings</i>										
"	in hold	do.	do.	<i>2 1/2 in</i>	W. T. BULKHEADS	<i>5/16</i>	<i>Vrtcl. 2 1/2 x 2 1/2</i>	<i>30</i>	<i>To main Deck</i>	<i>Double Frames</i>
							<i>do</i>	<i>48</i>		
Number of Breasthooks				<i>3</i>	PARTITION...		<i>Vrtcl.</i>			
							<i>Hrztl.</i>			
"	Crutches		<i>2</i>		LONGITUDINAL		<i>Vrtcl.</i>			

Are the outside Plates doubled two spaces of Frames in length? *Yes*
 The **FRAMES** extend in one length from *Keel* to *Gunnwale* Riveted through Plates with $\frac{5}{8}$ in. Rivets, about $4\frac{1}{2}$ apart
 The **REVERSED ANGLE** on floors and frames extend from *Middle line to Gunnwale & upper part of bilges alternately*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets $\frac{1}{2}$ in. diameter, averaging $\frac{5}{8}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $2\frac{3}{4}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for whole length, with rivets $\frac{3}{8}$ in. dia., averaging $2\frac{3}{4}$ ins. from cr. to cr.
 " " " overlapped for whole length, double riveted for whole length; with rivets $\frac{3}{8}$ in. dia., averaging $2\frac{3}{4}$ ins. from cr. to cr.
Butts of all Strakes at Bilge for whole length, double riveted with Butts Straps overlapped thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{5}{8}$ in. diameter, averaging $2\frac{3}{4}$ ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for whole length, with rivets $\frac{3}{8}$ in. dia., averaging $2\frac{3}{4}$ ins. from cr. to cr.
 " " " overlapped for whole length, double riveted for whole length; with rivets $\frac{3}{8}$ in. dia., averaging $2\frac{3}{4}$ ins. from cr. to cr.
Edges of Sheerstrake, double or single riveted. **Butts of Sheerstrake**, treble riveted for whole length amidships.
Butts of Main Stringer Plate, double riveted for whole length amidships. **Single or Double Butt Straps to Stringer Plate** for whole length.
Butts of Inner Bottom Plating riveted for length. **Butts of Centre Girder** riveted.
Breadth of edge laps of Shell Plating in double riveting $4\frac{1}{2} \times 3\frac{3}{4}$. **Breadth of edge laps of Shell Plating** in single riveting $2\frac{1}{2}$
Butt Straps of Shell Plating breadth and thickness $9\frac{3}{4} \times \frac{7}{16}$ & $14\frac{1}{4} \times \frac{9}{16}$. **Butts, if Lapped, breadth of laps** $4\frac{1}{2}$
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *Double*
 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.? *Messrs. Dalzell, Cornett & Siemens-Martin - Blochairn, Coats, Stockton*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & overlapped*
 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 the plating? *No, except a few in butts.*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

MASTS, SPARS, &c.				RIVETING.			
Material.	Total Length	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.	Seams.	Butts.
		At Partners.	Heel.		Number.	Size.	
Fore							
LOWER MASTS.... Main							
Mizen							
Bowsprit <i>Iron small Pole masts</i>							
Topmasts, Yards and Remainder of Spars							
Rigging, Material and Size, Shrouds <i>2 1/2 wire</i>							
Stays <i>3" wire</i>							
Sails. <i>A Complete</i>							
Suits of Sails, and the following spare sails							

EQUIPMENT No. 3850 LETTER B. ANCHORS.									
Number of Certificate.	Weight, Ex. Stock	Weight of Stock	Test, per Certificate.	Weight Req. by Rule.	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts. qrs. lbs.					
28477 1st Bower ..	4 1 20	1 0 10	6 17 2 0	4 1 0	Ordinary	Kingley & Sons	17 Sept. 90. D. G. Lewis		
28478 2nd " ..	4 0 0	1 0 0	6 7 2 0	4 0 0	Do	Do	Do		
3rd " ..									
Collective weight	8 1 20			8 1 0	Do	Do	Do		
30697 Stream	2 2 16	0 3 7	5 5 0 0	2 2 0					
Kedge									
2nd Kedge ..									

CHAIN CABLES.					HAWERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	Weight of Chain Cable, Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms. Size. Fathoms & Size. Per Rule.
20697	60-54	1 1/8	20 1/2 x 13 1/4	2 1/4	Stud Link	Jones & Lloyd	15 June 91. D. G. Lewis	TOWLINE: Coir	60 5 1/2 60-5 1/2
								Hawser: Manila	60 3 1/2 60-3 1/2

Boats *One*
Pumps, Number *Two* Diameter of Barrel and Tail Pipe $4 \times 2\frac{1}{2}$
 The Windlass is *Iron* Capstan *Iron*
Engine Room Skylights—How constructed? *Of Pitch Pine, bolted to iron Comings*
 What arrangements for deadlights in bad weather? *Canvas Covers*
Coal Bunker Openings—How constructed? *Circular Cast Iron* How are lids secured? *By Stud & Check* Height above deck? *18 inches*
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 scuppers & 2 ports each side 15" x 10"*
Cargo Hatchways—How formed? *Iron Comings* Hatches, if strong and efficient? *Yes*
 State size No. 1 Hatch (Forward) *2'8" x 2'8"* No. 2 Hatch *3'6" x 3'6"* No. 3 Hatch *4'2" x 2'4"* No. 4 Hatch
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Not any*
Bulwarks, height above deck and description *4 iron 2'6" high* Main Rail, material and size *Paint Iron 6 x 3*
 The above is a correct description.
 Builder's Signature, (here only.) *John Scott & Co* Surveyor's Signature, *H. Paulsen*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *507*
 Date *11th July 1890*
 Order for Ordinary Survey No. _____
 Date _____
 No. *78* in builder's yard
 State dates and initials of letters respecting this case *3rd July & 27th Aug. 1890*
 General Remarks (State quality of workmanship, &c.)
Workmanship & Material Good

This vessel is built in accordance with the approved drawings forwarded to the Secretary on the 14th July 91 & in conformity with the Rules.

During her construction the Leith Surveyor acquainted the Committee with the unsatisfactory workmanship on this & another vessel then building at Kinghorn, which was subsequently confirmed by Mr. H. I. Cornish, who visited this vessel when in course of being plated & the recommendations then made by Mr. Cornish have been carried out. Several shellplates on both sides were rejected on account of unfair rivet holes or these being too near edges; nearly every rivet hole in shellplating required to be rimmed fair & recountersunk & she is now good & strong, many of the scantlings being above the requirements of the Rules.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop. *ft. R.Q.D. or Break* *ft. Bridge Dk.* *ft. F'castle* *7 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) *1 St.*
 Official No. _____; Signal Letters _____

PARTICULARS OF WATER BALLAST.
 Double bottom, aft, length *16 ft* and water capacity in tons *7*. Double bottom, forward, length _____ and water capacity in tons _____
 Double bottom, under engines and boilers, length _____ and water capacity in tons _____. If under Engines only, or Boilers only, state which _____
 Double bottom, constructed on the cellular system, length _____ and water capacity in tons _____.
 Fore peak tank, water capacity in tons *6*. 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 *now* been tested as required by the Rules.
 (If necessary, furnish further information by sketch.)
 How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated _____
 In Summer *ft. ins.*
 In Winter *ft. ins.*
 For Winter in North Atlantic *ft. ins.*
 Fresh Water above the centre of disc *ins.*
 State if marked on Vessel's sides in accordance with Notice No. 572

The amount of Entry Fee, £ *1* : *0* : *0* is received by me, *Rh.*
 Special £ *6* : *3* : *0* (2nd July 1891)
 Certificate £ *0* : *0* : *0*
 Travelling Expenses, if any £ *6* : *4* : *0*
 I am of opinion this Vessel should be Classed *100A1 Steam Trawler*
 Certificate to be sent to *Leith office*
H. Paulsen J. Lawrence
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Character assigned *100A1 Steel*
+ Lmb 7/91
Larcp
100A1 Steel
Steam Trawler
100A1 Steel
Steam Trawler as recommended.
It is submitted that the vessel appears eligible to be classed 100A1 Steel
Steam Trawler as recommended.
100A1 Steel
100A1 Steel
 Lloyd's Register Foundation
 L74560-0223 (2/2)