

Sailing Vessel. IRON OR STEEL SAILING SHIP.

(Received at London Office)

NOV 10 OCT 1892

Date of completion of Report 7th Octbr. 1892 Port of Leith

No. 7039 Survey held at Alloa

Date of First Survey 3rd February '92Last Survey 4th Octbr.

1892

On the 4 masted Steel Bk. "Alcides"

Rig Bk. (4 masts)

TONNAGE under Tonnage Deck 2435.29

ONE OR TWO DECKED VESSEL.

Master L. C. Dart

Do. of Poop 14.40

CLASS 100 A1 "Steel"

Year of Appointment (1) As master in service of owner of present vessel: 1892 (2) As master of this vessel: 1892

Do. of raised Qr. }
D or Break

Do. of Bridge House 14.5.11

Do. of Houses on Deck 9.0.4

Do. of excess of Hatchways 1

Do. of Forecastle 1

Gross Tonnage 2703.84

Less Crew Space 112.70

TONNAGE FOR FEES.. 2591.14

Less Navigation spaces 75.25

Register Tonnage 2518.89

as put on Beam....

Half Breadth (moulded) 21.48

Depth from upper part of Keel to top of Upper Deck Beams 27.66

Girth of Half Midship Frame (as per Rule) 44.08

1st Number 93.22

Length 301.25

2nd Number 28082.52

Proportions—Breadths to Length 7.01

Depths to Length—Upper Deck to top of Keel 10.89

Built at Alloa

When built 1892 Launched 10th August '92

By whom built Gmth Skypd. Comp.

Owners (J. R. Haws & Co)

Managers Ship Alcides Co. (Lim)

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

Residence 16, South Castle Street, Liverpool

Port belonging to Liverpool

Destined Voyage St. Francisco via Suez If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat.

| LENGTH on deck | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH— | Feet. | Inches. | No. of Decks with Flat laid | No. of Tiers of Beams |
|----------------|-------|---------|----------|-------|---------|-----------------------------------|-------|---------|-----------------------------|-----------------------|
| as per rule | 301 | 3 | Moulded | 42 | 11 1/2 | Top of Floors to Upper Deck Beams | 24 | 8 | 2 | 2 |

Dimensions of Ship per Register Length 312' 6" breadth 46' 2" depth 24' 4 1/2" Moulded depth, ft. 26 in. 9 Round up of Beam 11 ins.

FORGINGS AND CASTINGS.

| | Inches in Ship. | Inches per Rule. Or as Approved. |
|---|-----------------|----------------------------------|
| KEEL, Bar or Side Plates, depth and thickness | 10 1/2 x 2 3/4 | |
| STEM, moulding and thickness | 10 1/2 x 2 3/4 | 10 1/2 x 2 3/4 |
| STERN-POST, do. do. | 10 1/2 x 2 3/4 | |
| MAIN-PIECE of RUDDER, diameter at head.. | 7 1/2 | 7 1/2 |
| " " " at heel .. | 3 3/4 | 3 3/4 |
| RUDDER, how constructed Ordinary Hay | | |
| Can the rudder be unshipped afloat? Yes | | |

FRAMING.

| | Inches in Ship. | Inches per Rule. Or as Approved. |
|---|-----------------|----------------------------------|
| FRAME, Angles, or Bars, for 1/2 length amids.. | 5 1/2 3 1/2 9 | 5 1/2 3 1/2 9 |
| Do. for 1/2 at each end | 5 1/2 3 1/2 8 | 5 1/2 3 1/2 8 |
| Do. in way of Double Bottoms | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 24 |
| REVERSED FRAME, Angles | 4 3 1/2 9 | 4 3 1/2 9 |
| FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amids.. | 3 6 10 | 3 6 10 |
| thickness at the ends of vessel | 9 x 8 | 9 x 8 |
| depth at 1/2 the half breadth, as per Rule | 18 | 18 |
| height extended at the Bilges | 72 | 72 |

FLOORS & BRACKETS, in Cell Dble Bottoms

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CENTRE GIRDER, in Dbl. Btm., dpth & thcknss

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SIDE GIRDERS, number and thickness

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MARGIN PLATE, depth (exclusive of flange) and thickness

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UPPER BOTTOM PLATING, br'dth & thckn's of Middle Line Strake

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BMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb

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Angles on Upper Edge

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Average space

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Lower Deck, Plate or Tee Bulb

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Angles on Upper Edge Upper flange

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Average space

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Hold, Plate or Tee Bulb

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Angles on Upper Edge

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Average space

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PILLARS, In 'tween Decks, at Centre line. Size

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Spacing

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In Holds, at Centre line Size

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Spacing

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Quarter Size

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Spacing

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WEB-FRAMES, Breadth and thickness

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Number and Spacing

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Number of Side Stringers, breadth and thickness

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Size of Angles or Tee Bars to Web-Frames

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KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

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Rider Plate

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Bulb Plate to Intercoastal Keelson

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Horizontal Plates above floors

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Angles

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SIDE KEELSON, Angles

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Bulb Plate for length

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Intercoastal Plate for whole length

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Attached to outside Plating with Angle

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BILGE KEELSON, Angle

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Bulb Plate for length

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Intercoastal Plates for length

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Attached to outside Plating with Angle

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BILGE STRINGER, Angles Bulbs

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Bulb Plate for whole length

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Intercoastal Plate for 1/2 x whole length

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Attached to outside Plating with Angle

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Main Deck Stringer Plate, on end of Beams, breadth and thickness

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Angle on ditto

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Tie Plates fore and aft, outside Hatchways

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Diagonal Tie Plates on Bms., No. of Prs.

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Flat of Deck, material and thickness 4.P.

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Iron or Steel for whole length

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How fastened to Beams. Serr. Bulbs & Nuts

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Lower Deck Stringer Plate, on ends of Beams, breadth and thickness

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Is the Stringer Plate attached to the Outside Plating?

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Angles on ditto, No. 2

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Tie Plates, outside Hatchways

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Diagonal Tie Plates on Bms., No. of prs.

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Flat of Deck, material and thickness 4.P.

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How fastened to Beams Bulbs & Nuts

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Hold Stringer Plate, on end of Beams

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Is the Stringer Plate attached to the Outside Plating?

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Angles on ditto, No.

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Tie Plate outside Hatchways

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Flat of Deck, material and thickness

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Poop or Bridge Deck Stringer Plate, breadth and thickness

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Angle

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Tie Plates on Beams

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Flat of Deck, material and thickness 4.P.

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Forecastle Deck Stringer Plate, b'dth & thckns

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Angle

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Tie Plates on Beams

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Flat of Deck, material and thickness 4.P.

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PLATING.

FLAT PLATE KEEL, breadth and thickness

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PLATES in Garboard Strakes, br'dth & thckn's

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from Garboard to lower part of Bilges alternately

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Bilges, number of Strakes, and thickness

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Of doubling at Bilge, or increased thickness, and length applied all fore & aft

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from up. part of Bilge to l. edge of Sh'rstrake alternately

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Strake in way of Lower Deck Beams

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Sheerstrake, breadth and thickness

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Poop or Bridge Sides

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Forecastle Sides

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Lengths of Plating 8 frame spaces

Form 1B. BULKHEADS. No. in Vessel One. Ceiling betwixt Decks, thickness and material 2 1/2". in hold do. do. 3". Number of Breasthooks 8. Crutches 6. The FRAMES extend in one length from Keel to Gunwale. The REVERSED ANGLES on floors and frames extend from middle line to Main Bk. to Bridge Bk. and to Forecastle Bk. 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, with rivets 1 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre. Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 1 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre. Butts of all Strakes at Bilge for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 3/8 ins. from cr. to cr. Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 1 1/8 in. dia., averaging 5 5/8 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, treble riveted for whole length amidships. Single or Double Straps to Stringer Plate, for 1/2 length amidships. Butts of Inner Bottom Plating, riveted for length amidships. Butts of Centre Girder, riveted. Breadth of edge laps of Shell Plating in double riveting 5 1/4. Breadth of edge laps of Shell Plating in single riveting 3". Butt Straps of Shell Plating, breadth and thickness 16 3/4 x 3/8 x 10 x 3/8. Butts, if Lapped, breadth of Laps 12 x 9. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted. Double or Single. Manufacturer's name or trade mark of the Iron or Steel (process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Siemens-Martin. Dalzell, Clarkhead, Middlesbrough, Mossend, Hallside, & Co. Workmanship. Are the butts of plating planed or otherwise fitted? Planed & all overlapped, except sheer & barboard strakes. Is the riveted work properly closed? Yes. Sheerstrake has double buttstraps for 1/2. 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 facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? No, except a few in garb. butts. Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes.

| MASTS AND SPARS. As per approved drawings. | | | | | | | | | | |
|--|-----------|---------------|-------------------------|--------------|----------|----------------------------|---------|-------------|-----------|-----------------|
| | Material. | Total length. | DIAMETER AND THICKNESS. | | | Number of Plates in Round. | ANGLES. | | RIVETING. | |
| | | | At Partners. | Heel. | Hounds. | | Number. | Size. | Seams. | Butts. |
| LOWER MASTS. | | | | | | | | | | |
| Fore | Steel | 91' 0" | 30 x 3/8 | 23 x 3/8 | 25 x 3/8 | 3 | 3 | 4 x 3 x 3/8 | Double | Double & Treble |
| Main | | | | | | | | | | |
| Mizen | | | | | | | | | | |
| Jigger | | | | | | | | | | |
| BOWSPRIT | Outside | | | | | | | | | |
| Fore | Do | 25' 0" | 30 x 3/8 | 25 x 3/8 | 25 x 3/8 | 3 | 4 | 5 x 3 x 3/8 | Do | Do & Do |
| Main | | | | | | | | | | |
| Mizen | | | | | | | | | | |
| Jigger | | | | | | | | | | |
| TOPMASTS | | | | | | | | | | |
| Fore | Do | 60' 6" | 21 x 3/8 | 19 x 3/8 | 16 x 3/8 | 2 | | | Single | Treble |
| Main | | | | | | | | | | |
| Mizen | | | | | | | | | | |
| Jigger | | | | | | | | | | |
| YARDS | | | | | | | | | | |
| Fore | Do | 87' 0" | 21 x 3/8 | 10 1/2 x 5/8 | | 2 | | | Do | Do |
| Main | | | | | | | | | | |
| Mizen | | | | | | | | | | |
| Jigger | | | | | | | | | | |
| CROSSJACK | | | | | | | | | | |
| FORE TOPMAST YARDS | | | | | | | | | | |
| Lower | Do | 82' 0" | 20 x 3/8 | 10 x 3/8 | | 2 | | | Do | Do |
| Upper | Do | 74' 0" | 18 x 3/8 | 9 x 3/8 | | 2 | | | Do | Do |
| MAIN | | | | | | | | | | |
| Lower | | | | | | | | | | |
| Upper | | | | | | | | | | |
| MIZEN | | | | | | | | | | |
| Lower | | | | | | | | | | |
| Upper | | | | | | | | | | |
| JIGGER | | | | | | | | | | |
| Lower | | | | | | | | | | |
| Upper | | | | | | | | | | |

Remainder of Spars Wood. Rigging. Material and Size, Shrouds 4 3/4 Steel Wire. Stays 4 3/4. Quality Good. Sails. 2. Suit of all principal Sails, and the following Spare Sails.

| EQUIPMENT No. 29954. LETTER R. ANCHORS. | | | | | | | | | | | | | | | | | | |
|---|-------------------|-------------------|------|-----------------|-------|------------------------|------|-------|-------|----------------------|------|-------|------------------------|---------|---|------------------|-------------------------|-----------|
| Number of Certificate. | | WEIGHT, EX. STOCK | | WEIGHT OF STOCK | | TEST. PER CERTIFICATE. | | | | WEIGHT REG. PER RULE | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | | | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | | | qrs. | lbs. | | |
| 15049 | 1st Bower. . . . | 44 | 0 | 15 | 11 | 1 | 20 | 39 | 15 | 2 | 14 | 42 | 0 | 0 | Rodgers & Co. | S. Taylor & Sons | Lepton, 26 1/2 lbs. 92. | L.P. Butt |
| 15051 | 2nd " | 41 | 0 | 0 | 10 | 0 | 21 | 36 | 10 | 0 | 0 | 42 | 0 | 0 | Do | Do | 22 1/2 do | do |
| 15048 | 3rd " | 36 | 2 | 17 | 9 | 0 | 0 | 33 | 11 | 3 | 14 | 35 | 3 | 0 | Do | Do | 26 1/4 do | do |
| | 4th " | | | | | | | | | | | | | | | | | |
| | Collective weight | 121 | 3 | 4 | | | | | | | | 119 | 3 | 0 | | | | |
| 15044 | Stream | 13 | 2 | 2 | 3 | 1 | 4 | 15 | 5 | 3 | 21 | 13 | 2 | 0 | Ordinary | Do | 24 1/2 do | do |
| 15043 | Kedge | 6 | 3 | 2 | 1 | 3 | 0 | 9 | 2 | 2 | 0 | 6 | 3 | 0 | Do | Do | do | do |
| 15055 | 2nd Kedge " . . | 3 | 2 | 4 | 0 | 3 | 20 | 6 | 0 | 3 | 21 | 3 | 2 | - | Do | Do | 20 1/2 do | do |
| If Patent state Name of Patentee. | | | | | | | | | | | | | | | | | | |

| 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. |
| | | | | | | | | | | |
| 13372 | 150-1 1/2 | 2 3/8 | 120 3/4 | 370.0.2 | 3.00 | Steel link S. Taylor & Sons | Lepton, 30 1/2 lbs. 92. L.P. Butt | Do | Do | Do |
| 13373 | 150 | 2 3/8 | 86 3/8 | 361.2.6 | 2 3/8 | Do | Do | Do | Do | Do |
| 13374 | 120 | 1 7/8 | 34 3/8 x 2 3/8 | 77.0.13 | 130-1 3/8 | Do | Do | Do | Do | Do |
| 13375 | 90 | 5 | 59 | 90-4 1/2 | Steel Wire | Cranes, Speeding, Shadland, 20th Aug 92 | | | | |

Boats 2 Life Boats & 1 Cutter. Pumps, Number 2 Main & 1 in forepeak. Diameter of Barrel and Tail Pipe 7" x 3 1/2. Windlass Emerson Walker & Thompson. Iron Patent. Capstan Good. Number of Sippers, and number and dimensions of Freeing Ports. On each side 5 sippers & 8 ports: 4 of 37" x 2 1/4" & 4 of 25" x 1 1/2". Cargo Hatchways. How formed? Iron Girders 36" above Bk. State size No. 1 Hatch (Forward) 8' 0" x 3' 0". No. 2 Hatch 12' x 10'. No. 3 Hatch 12' x 10'. Hatches, If strong and efficient? Yes. Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch. 1 wood fore, after in all hatchways & in No. 2 & 3. Also bulk & angle shifting beam. Bulwarks, Height above deck and description. 5 ft. of 3 steel. Main Rail, material and size Channel 10 x 3 x 3/8. Topgallant Rail Cape Iron. The above is a correct description. Builder's Signature (here only) H. H. Miller. Surveyor's Signature H. Paulsen. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 542. Date 15th Oct. 1891. Order for Ordinary Survey No. 164. State dates and initials of letters respecting this case 1891: 14th Oct. General Remarks (State quality of workmanship, &c.) 1892: 9th, 12th, 22nd, 28th March. 1st, 9th & 29th April. 19th, 23rd Sept. Material & Workmanship Good. This vessel is built in accordance with the approved drawing of Midship-section forwarded to the Secretary on the 22nd Sept. 92 & in conformity with the Rules. A Profile Drawing, Rigging Plan, Plan of Masts & Spars, Plan of Jigger Topmast & 2 Jigger Repts. are sent herewith.

Order for Special Survey No. 542. Date 15th Oct. 1891. Order for Ordinary Survey No. 164. State dates and initials of letters respecting this case 1891: 14th Oct. General Remarks (State quality of workmanship, &c.) 1892: 9th, 12th, 22nd, 28th March. 1st, 9th & 29th April. 19th, 23rd Sept. Material & Workmanship Good. This vessel is built in accordance with the approved drawing of Midship-section forwarded to the Secretary on the 22nd Sept. 92 & in conformity with the Rules. A Profile Drawing, Rigging Plan, Plan of Masts & Spars, Plan of Jigger Topmast & 2 Jigger Repts. are sent herewith.

PARTICULARS FOR RECORD IN THE REGISTER BOOK. Length of Poop 46 ft., R.Q.D. or Break. Bridge Dk. 50 ft., Forecastle 34 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 2 Dks (U. Stl - W. S). Official No. 99445. Signal Letters MSWT.

PARTICULARS OF WATER BALLAST. Not any. 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 Portland Cement & Paint. Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 23rd Sept. 1892. 5 ft. 7 1/2 ins. In Salt Water. 5 ft. 2 1/2 ins. In Fresh Water. 6 ft. 1/2 ins. In Winter, in North Atlantic. The amount of Entry Fee £ 5 : - : - is received by me, 12.11.18 92. Certificate to be sent to 14.11.92. Travelling Expenses, if any £ 7 : 15 : - I am of opinion this Vessel should be Classed 100 A1 Steel. H. Paulsen, Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 11 OCT 1892. Character assigned 100 A1 Steel. 2 Dks (U. Stl - W. S). The Midship Section is 2-8 lbs. in weight. The vessel is built in accordance with the Rules and the approved plans, appears worthy of the favourable consideration of the Committee to be classed 100 A1 (Steel) as recommended. 100 A1 (Steel). 2 Dks (U. Stl - W. S).