

Spar, Awning or Part Awning Dk.

IRON OR STEEL STEAMER.

25681  
(Received at London Office)

THURS 23 APR 1891

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

Date of completion of Report 21 April 1891

Port of Newcastle

Date, First Survey 16 Sept 190

Last Survey 25 April 1891

No. 25681 Survey held at Newcastle

On the

Steamer "H. J. Giffel"

TONnage under

To Tonnage Deck...  
Do. between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Raised Qr.  
Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Do. above Crown of  
Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of  
Engine Room

TONNAGE FOR FEES...

Less Engine Room

Less Navigation Spaces

Register Tonnage  
as cut on Beam...

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

CLASS 100-A-1 Spar deck

Master Judd

Year of Appointment

Built at Newcastle

When built 1891 Launched 10 Feb 91

By whom built J. & W. Wilson & Co.

Owners J. Stumpp & Co.

Managers

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

Residence London

Port belonging to London

Half Breadth (moulded) 20.00

Depth from upper part of keel to top of Main Deck Beams 22.58

Girth of Half Midship Frame (as per Rule) 37.32

1st Number 79.90

Length 115.33

2nd Number 25194

Proportions—Breadths to Length 7.88

Depths to Length—Main Deck to top of Keel 13.96

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid
as per Rule	115	4	Moulded	40	0	Do.	22	10	220	220	No. of Tiers of Beams

Dimensions of Ship per Register, Length 115.0 breadth 40.3 depth 26.7 Spar or Awn. Dk. Moulded depth, ft. 21 ins. 9 To Main Dk. Round up of 10 ins.

FRAMINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

" " for Propeller

MAIN PIECE of Rudder, diameter at head

do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

FRAME Angles, on 1 Bars for 1 length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to

moulding edge, all fore and aft

REVERSED FRAME Angles

FLOORS, depth and thickness of Floor Plate

at mid-line for 1 length amidships

" in way of Engines and Boilers

" thickness at the ends of vessel

" depth at 1/2 the half-bdth. as per Rule

" height extended at the Bilges

FLOORS & BRACKETS, in Cell Dble Bottoms

Distance apart

CENTRE GIRDER, in Double bottom, depth

and thickness

" Angles, Top

SIDE GIRDERS, number and thickness

" Angles

MARGIN PLATE, depth (exclusive of flange)

" thickness

" Angles

INNER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

" thickness in Engine and Boiler space

" Remainder in Holds

BEAMS, Spar or Awning Deck, Single Angle

Bulb Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

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

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

Floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Horizontal Plates on Floors

" Angles

SIDE KEELSON, Angles

" Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Bulb or Plate above floors, for

Intercoastal Plate, for

Attached to outside Plating with Angle

BILGE STRINGER Angles

" Bulb Plate, for

Intercoastal Plate, for

Attached to outside Plating with Angle

SIDE STRINGER Angles

" Bulb or Intercoastal Plate, for

Spar, or Awning Deck Stringer Plates, on

ends of Beams, breadth and thickness

" Angle on ditto

" Tie Plates, fore and aft, outside Hatchways

" Diagonal Tie Plates on Bms., No. of pss.

" Flat of Deck, \* Iron or Steel, for 1 len.

" " Wood Material and thickness

" How fastened to Beams

Main Deck Stringer Plate, breadth & thickness

" Angles on ditto, No. 2

" Tie Plates, outside Hatchways

" Diagonal Tie Plates on Bms., No. of pss.

" Flat of Deck, \* Iron or Steel, for 1 len.

" " Wood Material and thickness

" How fastened to Beams

Lower Deck Stringer Plates, breadth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Hold, or Orlop Stringer Plate, br'dth & thck'n's

" Angles on ditto, No. 2

" Tie Plates, outside Hatchways

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Poop Deck Stringer Plate, breadth & thickness

" Angles on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

Forecastle Deck Stringer Plate, br'dth & th'kns

" Angle on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

" Dblng or incr'd thck'n's & len. appl.

PLATES in Garboard Strakes, breadth & thck'n's

from Garboard to lower part of Bilges

" State Thickness of Plating in way of Double Bottom

" Bilges, No. of Strakes and thickness

" Of doubling at Bilge, or increased thickness,

and length applied

" from up part of Bilge to br'dge of Sh'rstrake

" Main Sheerstrake, breadth and thickness

" Of doubling at Sh'rstrake, & len. appl.

" from Main to Spar Dk. or Awn Dk. Sh'rstrake

" Spar or Awn. Dk. Sh'rstrake, br'dth & thck'n's

" doubled at ends of Bridge

" Poop sides

" Bridge sides

" Forecastle sides

Lengths of Plating

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

20ths per Rule.

Or as Approved.

Report recd 22/4/91 Sent to Lon 22/4/91

NWC 819 - 0041

State clearly where plating is of alternate thickness—as distinguished from limited thickness at ends of vessel.



**BULKHEADS.** No. in Vessel *6* No. Reqd. by Rule *6*

Thickness	Angles	Spacing	Height up	Sngl. or Dbl. Frames
W. T. BULKHEADS	Vrtcl. <i>1/2"</i>	Hrntcl. <i>1/2"</i>	<i>10 ft. 6 in.</i>	<i>Double</i>
Partitions	Vrtcl. <i>1/2"</i>	Hrntcl. <i>1/2"</i>	<i>10 ft. 6 in.</i>	<i>Double</i>
Longitudinal	Vrtcl. <i>1/2"</i>	Hrntcl. <i>1/2"</i>	<i>10 ft. 6 in.</i>	<i>Double</i>

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

The FRAMES extend in one length from *Bilge to Bilge* Riveted through Plates with *1/8"* in. Rivets, about *6 1/2"* apart

The REVERSED ANGLE on floors and frames extend from *Midship Line to Main and Spar deck alternately, and to Spar Deck alternately, with 1/2" Spar deck in way of Bridge & Top, in few places*

**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 *1/8"* in. diameter, averaging *3 1/2"* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *1/8"* in. diameter, averaging *3 1/2"* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *3/4"* length; with rivets *1/8"* in. dia. averaging *3 1/2"* ins. from cr. to cr.

Butts of *all* Strakes *at Bilge* for *3/4"* length, treble riveted with Butt Straps *1/2"* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *1/8"* in. diameter, averaging *3 1/2"* ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for *3/4"* length; with rivets *1/8"* in. dia., averaging *3 1/2"* ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Spar or Awning Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for *3/4"* length amidships. Butts of Spar or Awning Sheerstrake, treble riveted *3/4"* length amidships.

Butts of Main Stringer Plate, treble riveted for *3/4"* length amidships. Butts of Spar or Awning Stringer Plate, treble riveted for *3/4"* length amidships.

Butts of Inner Bottom Plating *Double* riveted for *1/2"* length. Butts of Centre Girder *Double* riveted.

Breadth of edge laps of Shell Plating in double riveting *1 1/2"* Breadth of edge laps of Shell Plating in single riveting *1 1/2"*

Butt Straps of Shell Plating, breadth and thickness *1 1/2" x 1/4" x 1/2"* Butts, If Lapped, breadth of laps *1 1/2"*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted.

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. *See by Report. From Dominion of Steel, this by J. G. Lott and J. P. Lott*

**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*

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? *None*

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

**MASTS, SPARS, &c.**

Material	Total length	DIAMETER AND THICKNESS				No. of Plates in round	ANGLES		RIVETING	
		At Partners	Heel	Head	Head		Number	Size	Seams	Butts
Fore	<i>85'</i>	<i>2 1/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>2</i>	<i>1/2"</i>	<i>Double</i>	<i>Double</i>	
Main	<i>90'</i>	<i>2 1/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>2</i>	<i>1/2"</i>	<i>Double</i>	<i>Double</i>	
Mizen	<i>90'</i>	<i>2 1/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>1 3/4"</i>	<i>2</i>	<i>1/2"</i>	<i>Double</i>	<i>Double</i>	

Bowsprit *Wood*

Topmasts, Yards and Remainder of Spars *Wood*

Rigging, Material and Size, Shrouds, Stays, and the following spare sails *Stays 1/4"*

Sails *Good 3207 1/2* Suit of *one*

**EQUIPMENT No. 11900 LETTER 11**

**ANCHORS.**

Number of Certificate	Weight, Ex Stock	Weight of Stock	Test, per Certificate	Weight Reg. P. R. Rule	Description of Anchor	Makers	Where and when tested and Superintendent	If Patent state Name of Patent
<i>21414</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21415</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21416</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21417</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21418</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21419</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21420</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21421</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
<i>21422</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>

**CHAIN CABLES.**

Number of Certificate	Fathoms	Size	Test per Certificate Tons	Weight of Chain Cable	Fathoms & Size	Description	Makers of Cables	Where and when tested and Superintendent	Material	Fathoms	Size	Fathoms & Size
<i>8868</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8869</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8870</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8871</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8872</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8873</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8874</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8875</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8876</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8877</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>

**HAWSERS AND WARPS.**

Number of Certificate	Fathoms	Size	Test per Certificate Tons	Weight of Chain Cable	Fathoms & Size	Description	Makers of Cables	Where and when tested and Superintendent	Material	Fathoms	Size	Fathoms & Size
<i>8868</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8869</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8870</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8871</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8872</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8873</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8874</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8875</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8876</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>
<i>8877</i>	<i>150</i>	<i>1 1/2"</i>	<i>15</i>	<i>271.2</i>	<i>300 x 1 1/2"</i>	<i>Stud</i>	<i>49</i>	<i>10/10/91</i>	<i>Steel</i>	<i>90</i>	<i>1 1/4"</i>	<i>90 x 1 1/4"</i>

Boats *Two and good*

Pumps, Number *4* Diameter of Barrel and Tail Pipe *8" x 3"*

The Windlass is *Good* Capstan *Good*

Engine Room Skylights—How constructed? *From Comings and Wood top*

What arrangements for deadlights in bad weather? *Strong glass bellows*

Coal Bunker Openings—How constructed? *From* How are lids secured? *By latching* Height above deck? *12"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Port open bulkhead, and 5 scuppers each side*

Cargo Hatchways—How formed? *From Comings*

State size No. 1 Hatch (Forward) *14' 0" x 14' 0"* No. 2 Hatch *2' 10" x 14' 0"* No. 3 Hatch *14' 0" x 14' 0"* No. 4 Hatch *14' 0" x 14' 0"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *The deck plate beam and fore and afters for fore hatch*

Bulwarks, height above deck and description *5' 6" from port open* Main Rail, material and size *14" x 7" x 1" depth 4' 3"*

The above is a correct description.

Builder's Signature (here only) *FOR WILLIAM DOBSON & CO* Surveyor's Signature *James M. Neil* Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *23227* Date *28 Aug 1891*

Order for Ordinary Survey No. *✓* Date *✓* in builder's yard *✓*

1st. On the several parts of the frame, when in place, and before the plating was wrought *1890 Sep 16, 17, 19, 22, 24, 27, 30 Oct 3, 7, 8, 9, 10, 15, 16*

2nd. On the plating during the process of riveting *17, 20, 24, 29, 30 Nov 4, 5, 6, 10, 12, 13, 19, 21, 25, 27*

3rd. When the beams were in and fastened, and before the decks were laid *Dec 3, 4, 9, 10, 16, 19, 22, 29, 31, Jan 13, 15, 21, 23, 26, 29*

4th. When the ship was complete, and before the plating was finally coated or cemented *Feb 2, 3, 5, 6, 9, 23, 26, Mar 2, 4, 6, 10, 18, 20, 25, Apr 1*

5th. After the ship was launched and equipped *3, 7, 9, 15, 18, 20*

Total No. of Visits *65*

State dates and initials of letters respecting this case *11/9/90, 19/9/90, 29/9/90, 3/10/90, 9/10/90, 25/10/90*

**General Remarks** (State quality of workmanship, &c.) *This steel is a sister vessel to the "H. H. Kippel" and "Lauderdale" built at Newcastle Report No. 23486 and 24202, but with increased scantlings in places; and has been built in accordance with the approved amended plans forwarded to London on the 1st instant, the tracing attached, and in other respects with the Rules for the 100A.1 class; in the cellular double bottom system with floors on every frame. The same plans, and channel has been tested by water as required by the Rules, and found satisfactory. The work is efficiently protected from oxidation by Portland Cement and paint, the materials and workmanship throughout are good.*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *48* ft., R.Q.D. or Break — ft., Bridge Dk. *80* ft., F'castle *48* 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) *Spar and Main decks of Steel (not covered with wood)*

Official No. *98919*; Signal Letters —

**PARTICULARS OF WATER BALLAST—**

Double bottom, aft, length — and water capacity in tons — 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 *264 ft.* and water capacity in tons *453*

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 *all* 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 *18 April 91*

In Summer *4* ft. *11 1/2* ins. *Galton deck line*

In Winter *4* ft. *3* ins. *To top of Wood, Iron or Steel Upper Spar, or Part Afters Deck.*

For Winter in North Atlantic *4* ft. *8* ins.

Fresh Water above the centre of disc *5* ins.

The amount of Entry Fee *£ 5 : - : -* is received by me, *W. J. W.* *24/4/1891* Certificate to be sent to *1/4/91*

Special... *£ 102 : 19 : 6*

Certificate... *£ 8400*

Travelling Expenses, if any *£*

I am of opinion this Vessel should be Classed *\*100A.1. Steel Spar deck* *James M. Neil* Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *FRI, 24 APR 1891*

Character assigned *+L mb 4/91 100A1 Steel*

*a.c.d. Spar deck*

*1 Dk. (Stl) Spar dk. (Stl) 3 Str B.*

*It is submitted that this vessel appears eligible to be classed 100A.1 (Steel) Spar dk. as recommended 1 Dk (Stl) + Spar dk (Stl) 3 Str Beams Cell. D.B. (particulars above)*

*W. J. W.*

*Lloyd's Register Foundation*