

Decks.

IRON OR STEEL STEAMER.

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

(Received at London Office)

Date of completion of report

Port of

Last Survey

189

Survey held at

Date, First Survey

Rig

Master

Year of appointment

Built at

When built

Launched

By whom built

Owners

Managers

Residence

Port belonging to

If Surveyed while Building, Afloat, or in Dry Dock

NAME under

Image Deck

Tonnage Dk.

3rd and 4th Dk.

under Upper E.k.

Poop

Bridge House

Houses on Dk.

Excess of Hatchways

Forecastle

above Crown of

Engine Room

is Tonnage

Crew Space

above Crown of

Engine Room

AGE FOR FEES

Engine Room

Navigation Spaces

ster Tonnage

out on Beam

GTH on Deck

per Rule

Dimensions of Ship per Register, Length

breadth

depth

Moulded depth, ft.

To Upper Dk.

Round up of

Beam, Upper Dk.

No. of Decks with flat laid

No. of Tiers of Beams

Power of Engines

Horse

No. of Decks with flat laid

No. of Tiers of Beams

Power of Engines

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Power of Engines

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FORGINGS & CASTINGS.

L. Bar or Side Plates, depth and thickness

M. moulding and thickness

RN-POST for Rudder do. do.

for Propeller

N-PIECE of Rudder, diameter at head

do. at heel

DER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

ME, Angles, or 7 Bars for 1 length amidships

for 1/2 at each end

in way of Double Bottoms

one of Frames from moulding edge to

moulding edge, all fore and aft

ERSERD FRAME Angles

ORS, 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 breadth, as per Rule

ht extended at the Bilges

ORS & BRACKETS in Cell Dble Bottoms

Distance apart

RE GIRDER, in Dbl Btm. depth & thcknss

Angles, Top

Bottom

E GIRDERS, number and thickness

Angles

GIN PLATE, dpth (excl. of flange) & thcknss

Angles

ER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

MS, Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Hold, or Orlop, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Poop and Bridge Deck, Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, Forecastle Deck, Angle, Bulb

Angle, Plate or Tee Bulb

Angles on upper edge

Average space

MS, In 'tween Decks, Size and Spacing

Hold

FRAMES, In Fore Body, No. and spacing

Brdth. & Thickness

No. of Side Stringers

FRAMES, In After Body, No. and spacing

Brdth. & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

CKET PLATES to Stringers between

Frames, Depth and Thickness

Inches in Ship.

Inches per Rule.

Or as Approved.

Inches in Ship.

Inches per Rule.

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KEELSONS & 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

Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams,

Angle on ditto

Tie Plates fore and aft, outside Hatchways

Flat of Dk. * Iron or Steel, for

Wood

Material & thickness

How fastened to Beams

Middle Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates outside Hatchways

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

Flat of Dk. * Iron or Steel, for

Wood

Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2

Tie Plates, outside Hatchways

Flat of Deck * Material and thickness

How fastened to Beams

Hold or Orlop Stringer Plate, br'dth & thickness

Is the Stringer Plate attached to the outside Plating?

Angles on ditto, No.

Tie Plates outside Hatchways

Flat of Deck * Material and thickness

How fastened to Beams

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

D'bling or inc thickness & len. appl'd.

PLATES in Garboard Strakes, br'dth & thickness

from Garboard to lower part of Bilges

State Thickness of Plating in way of Double Bottom.

Bilges, number of Strakes and thickness

Of doubling at Bilge, or increased thickness,

and length applied

from up. prt. of Bilge to edge of Sh'strake

Strake under Sheerstrake

Sheerstrake, breadth and thickness

Of d'bling at Sh'stk. & length appl.

Poop Sides

Bridge do.

Forecastle do.

Lengths of Plating

Inches in Ship.

Inches per Rule.

BULKHEADS. No. in Vessel **6**

No.	Thickness	Angles	Spacing	No. Reqd. by Rule	Height up	Sngl or Dble. Frames
W.T. BULKHEADS	1/2"	Vrtcl. 8' 3"	8' 3"	10	Upper deck	double
PARTITION		Vrtcl.				
LONGITUDINAL		Hrztcl.				

The FRAMES extend in one length from **Bilge** to **Murales**. Are the outside Plates doubled two spaces of Frames in length? **Yes**

The REVERSED ANGLE on floors and frames from **all to upper deck for 1/2 length amidships, and abap of the after Bulkhead; and to up 1/2 length all at ends. 1/2 length and Forecastle deck 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 **1/8** in diameter, averaging **5/2** 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 **3/2** ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for **all** length; with rivets **7/8** in dia., averaging **3/5** ins. from cr. to cr.

" " " overlapped for **all** length, treble riveted for **all** length; with rivets **7/8** in dia., averaging **3/5** ins. from cr. to cr.

Butts of **all** Strakes at Bilge for **3/4** length, treble riveted with Butt Straps **4/20** thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets **7/8** in diameter, averaging **3/2** ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for **all** length; with rivets **7/8** in dia., averaging **3/5** ins. from cr. to cr.

" " " overlapped for **all** length, treble riveted for **all** length; with rivets **7/8** in dia., averaging **3/5** ins. from cr. to cr.

Edges of Sheerstrake, double riveted.

Butts of Sheerstrake, treble riveted for **all** length amidships.

Butts of Middle Deck Stringer Plate, treble riveted for **all** length amidships.

Butts of Upper Deck Stringer Plate, treble riveted for **all** length.

" " Single or Double Straps for **all** length amidships.

Butts of Inner Bottom Plating **double** riveted for **whole** length.

Breadth of edge laps of Shell Plating in double riveting **5/4 to 6**.

Butts of Centre Girder **treble** riveted.

Butt Straps of Shell Plating, breadth and thickness **1/4 x 1/2 x 1/2 to 1/2**.

Butts If Lapped, breadth of laps **9"**.

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.? **Made by Messrs. Dorman Long & Co. Ltd. and Messrs. Brown & Forster and Thornton, N.E.C.**

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 facing surfaces? **Yes**

Do any rivets break into or through the seams or butts of the plating? **a very few**

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

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., sufficiently countersunk in the plate and punched?

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of plates in round	ANGLES.		RIVETING.	
			At Partners.	Boat.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	8' 1/2 x 1 1/2	122.0	24	14	13	-	2	-	-	Double	Double
LOWER MASTS	Main	117.6	24	19	20	-	2	-	-	Single	Double
Mizzen	7' 2 x 1 1/2	86.0	22	19	18	44	2	-	-	Single	Double

Bowsprit

Topmasts, Yards and Remainders of Spars **Nylon topmast others spars of wood; fore yard of steel 6' 1/2 to 6'**

Rigging, Material and Size, Shrouds Galls, &c. **Galls 1/4, 3/8, 1/2**

Sails. **One** Suit of Sails, and the following spare sails **Stays 4' 3/4, 4' 3/8, 3' 3/4 & 3' 1/8**

EQUIPMENT No. **36913** LETTER **w** ANCHORS.

Number of Certificate.	Weight, Ex-Stock Cwts. qrs. lbs.	Test per Certificate.	Tons. Cwts. qrs. lbs.	Description of Anchor.	Makers.	Where and when tested, and Superintend. nt.
22208	1st Bower 40 3 10	42 5 3	21 4 6	1 0	Wardner's Smith's	A.W.C.P.A. 24th May 1894
22208	2nd " 50 1 10	42 12 0	21 50	0 0	do	signed J.B. Robson
21932	4th " 42 3 15	37 14 2	0 42	2 0	do	for Superintendent
Collective weight	43 0 4		1042 3 0			
Stream	12 1 7	14 4 0	4 12	0 0	Rodgers	Lt. Abbot-Cole, A.P.H. 14th Aug 94
Kedge	6 2 21	1 10 0	9 0 0	6 0 0	do	signed Robert Russell
2nd Kedge	3 0 14	3 14 5	12 0 21	3 0 0	do	signed 8th May 94

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 Superintend. nt.	Material.	Fathoms.	Size.	Fathoms & size.
6552	150	2 1/4	39	325.0-20	300	2 1/4 wire	Roberts & Co.	A.P.H. 14th Aug 94	Manilla	480	6	
6064	150	2 1/4	39	314.3-15			do	do	Manilla	120	3 1/2	test as per rule
Iron stream chain or steel wire	90	4 1/2	39	Steel wire 90-4 1/2					Manilla	240	5	rule
Twine (tested wire)	120	4 1/2	39	120-4 1/2					"	90	10	20-10
Boats	6								"	90	9	20-9

Pumps, Number **8**

The Windlass is **Runners & Maltese gear**

Engine Room Skylights.—How constructed? **on trunk casing**

What arrangements for deadlights in bad weather? **Solid Oak shutters and thick circular glass**

Coal Bunker Openings.—How constructed? **iron** How are lids secured? **Solid hatches** Height above deck? **12"**

Number of Scuppers, and number and dimensions of Freeing Ports, &c. **8 Ports & 9 scuppers on each side, Ports 2' 9" x 1' 9"**

Cargo Hatchways.—How formed? **Iron plate coverings & Headledges** Hatches, if strong and efficient? **3"**

State size No. 1 Hatch (Forward) **16' 0" x 13' 0"** No. 2 Hatch **24' 0" x 13' 0"** No. 3 Hatch **24' 0" x 13' 0"** No. 4 Hatch **16' 0" x 13' 0"**

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch **Deep webs as per profile, and 3 fore and afters to each hatchway.**

Bulwarks, height above deck and description **4' 6" Iron 5/16"** Main Rail, material and size **bulwark 6' 3" x 1/2"**

The above is a correct description.

Builder's Signature (Here only) **William Richardson** Surveyor's Signature, **James Gibson**

Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 2320
Date 24 Oct 90
Order for Ordinary Survey No. 262
Date 1
No. 262 in builder's yard

State dates and initials of letters respecting this case 21-10/90, 5-2/91

General Remarks (State quality of workmanship, &c.) This Steel Steamer has been built in accordance with the approved amended plans, the Secretary's letter, and in other respects with the Rules for the 100-A-1 class, 3 decked. The material and workmanship throughout are good, and the Tanks, and Trams have been tested by water and found efficient. The tracing of midships section of this vessel forwarded on the 17th inst.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 3 1/2 ft., R.Q D. or Break 4 ft., Bridge Dk. 98 ft., F'castle 18 ft. (in feet and tenths) where the Poop 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) Main deck Steel (Not covered) Upper deck Steel 1/2 L. 1st and 2nd Deck New tiers of beams

Official No. 98055, 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 Double bottom, constructed on the cellular system, length 280 ft. If under engine only, or boilers only, state which and water capacity in tons Fore peak tank, water capacity in tons 650 After peak tank, water capacity in tons 20 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 In Summer 6 ft. 3 ins. In Winter 6 ft. 8 ins. For Winter in North Atlantic 7 ft. 1 ins. Fresh Water above the centre of disc 5 1/2 ins. To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee £ 5 : : : is received by me, 1891 Certificate to be sent to Special £ 109 : 15 : 6 Travelling Expenses, if any £ I am of opinion this Vessel should be Classed 100-A-1. Steel. 3 decked. S.M. Neil James Clerk

Committee's Minute TUES. 28 JUL 1891
Character assigned 100 A 1 Steel
+ L m.b. 7/91
L A 268
2 Dks, (1 stl & h pl stl
mt.) 3 brd. 2 5ks 1 (steel) up (pl steel 11-5)
3 1/2 of Beams
etc. D.B. (particulars above)

It is submitted that this vessel appears eligible to be classed 100 A.1. (Steel) as recommended.

Lloyd's Register Foundation