





**BULKHEADS.** No. in Vessel 6      **No. Req'd. by Rule** 6

Ceiling between Decks, thickness and material			Thickness	Angles	Spacing	Height up	Sngl. or Dbl. Frames
" in hold	do.	do.	<u>2 1/2"</u>	W. T. BULKHEADS } <u>1/4"</u> (Vrtcl. <u>5-8 1/2"-8 3/4"</u> ) PARTITIONS .. <u>✓</u> (Hrztl. <u>5-8 1/2"-8 3/4"</u> ) <u>+ Same Max Beam Deck</u> LONGITUDINAL <u>✓</u> (Vrtcl. <u>✓</u> )	<u>30"</u>	<u>Deck 3 ft 6 in Paving deck</u> <u>2nd to 4th 7 ft 6 in to 6'</u> <u>R. 2 ft 6 in to 6' deep deck</u>	<u>Double</u>

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

The FRAMES extend in one length from Tank side to tank side & to Gunwale Riveted through Plates with 7/16" in. Rivets, about 6 1/4" apart

The REVERSED ANGLE on floors and frames extend from Center line to tr. Pl. on every frame forward of bulkhead and alternate to fore and aft deck and to R. 2 ft 6 in upper side stringer alternately, and all to top of aft after bulkhead.

### RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel - Flat Plate Keel, with rivets 1 1/4" in. diameter, averaging 5 3/4" ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/16" in. diameter, averaging 2 1/2" ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for full length; with rivets 7/16" in. dia., averaging 3 1/2" ins. from cr. to cr.

" " " overlapped for full length, treble riveted for full length; with rivets 7/16" in. dia., averaging 3 1/2" ins. from cr. to cr.

Butts of all Strakes at Bilge for full length, treble riveted with Butt Straps thicker than the plates they connect.

Butts from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/16" 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 full length; with rivets ✓ in. dia., averaging ✓ ins. from cr. to cr.

" " " overlapped for full length, treble riveted for full length; with rivets 7/16" in. dia., averaging 3 1/2" ins. from cr. to cr.

Edges of Main Sheerstrake, double 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 full length amidships. Butts of Spar or Awning Stringer Plate, treble riveted for full length.

" " " Single or Double Straps for ✓ length amidships. " " " Single or Double Straps for full length.

Butts of Inner Bottom Plating double riveted for half length. Butts of Centre Gilder Overlapped treble riveted.

Breadth of edge laps of Shell Plating in double riveting 5 1/4 to 6. Breadth of edge laps of Shell Plating in single riveting ✓.

Butt Straps of Shell Plating, breadth and thickness 16 3/4 x 1 1/2" + 12 1/2" Butts, If Lapped, breadth of laps 9"

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted treble & 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.: Steel manufactured on Siemens Martin process by Palmers Co., Consett Co., Inman Long & Co., Swan Shipbuilding Co., and Messrs Steel & Iron Co., Ltd. - West-End Works Co., & Moor Iron Co.

**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

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 plating? No

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.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Auxiliary to Steam	Fore .....	<u>Iron 76'-2"</u>	<u>23 x 4 1/4</u>	<u>17 3/4 x 4 1/4</u>	<u>16 1/2 x 4 1/4</u>	<u>15 1/2 x 4 1/4</u>	<u>Four</u>	<u>✓</u>	<u>✓</u>	<u>Double</u>	<u>Double</u>
LOWER MASTS....	Main .....	<u>Iron 73'-1"</u>	<u>21 x 4 1/4</u>	<u>15 1/4 x 4 1/4</u>	<u>14 1/4 x 4 1/4</u>	<u>13 1/2 x 4 1/4</u>	<u>Four</u>	<u>✓</u>	<u>✓</u>	<u>Double</u>	<u>Double</u>
Mizen .....	<u>Timber doubled at partners for a length of 10 feet with 1/4" plates</u>									<u>Straps 7/16"</u>	
Upper Mast											
Topmast, Yards and Remainder of Spars		<u>Pitch Pine, &amp; Norway Pine</u>									
Rigging, Material and Size, Shrouds		<u>Wire 3/8"</u>									
Sails.	<u>Cloth</u>	Suit of									

Sails and the following spare sails ✓

### EQUIPMENT NO. 2780, LETTER E, ANCHORS.

Number of Certificate.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	WEIGHT, EX STOCK		TEST, PER CERTIFICATE		WEIGHT REQ'D BY RULE	
				Cwts.	Lbs.	Cwts.	Lbs.	Cwts.	Lbs.
<u>12482</u>	1st Bower	<u>Hodgson Patent</u>	<u>In Wot. 11.5.91</u>	<u>84</u>	<u>0</u>	<u>8</u>	<u>2</u>	<u>31</u>	<u>12</u>
<u>12692</u>	2nd "	<u>Do</u>	<u>Do</u>	<u>33</u>	<u>1 1/2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>
<u>12709</u>	3rd "	<u>Admiral's Pt.</u>	<u>Do</u>	<u>30</u>	<u>0</u>	<u>7</u>	<u>1</u>	<u>0</u>	<u>29</u>
	4th "			-	-	-	-	-	-
	Collet wire weight			<u>27</u>	<u>3</u>	<u>14</u>		<u>27</u>	<u>0</u>
<u>12748</u>	Stream	<u>Hodgson Patent</u>	<u>In Wot. 11.5.91</u>	<u>10</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>13</u>	<u>0</u>
<u>12754</u>	Kedge	<u>Do</u>	<u>Do</u>	<u>5</u>	<u>2</u>	<u>14</u>	<u>1</u>	<u>5</u>	<u>2</u>
<u>12757</u>	2nd Kedge	<u>Do</u>	<u>Do</u>	<u>2</u>	<u>2</u>	<u>14</u>	<u>0</u>	<u>2</u>	<u>2</u>

### CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.
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Order for Special Survey No. 2311/1891  
Date 7th July 1891  
Order for Ordinary Survey No. 2311/1891  
Date 7th July 1891  
No. 88 in builder's yard.

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

State dates and initials of letters respecting this case Secretary's Letter (No.) 15<sup>th</sup> August + 6<sup>th</sup> Sept 1890. (10) 31<sup>st</sup> October 1890

General Remarks (State quality of workmanship, &c.) This is a sister vessel to the "Cape Cormorin" Newcastle report No 25679, and to the "Cape Corrientes" two. Report No 25918. She has been built in accordance with approved plans, The Secretary's letters and otherwise in conformity with the Rules. The materials and workmanship are good. The steel manufactured on the Siemens Martin process and tested, and marked B in accordance with the Rules.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29 ft., R.Q.D. or Break 24 ft., Bridge Dk. 16 1/2 ft., F' castle 1 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 The Poop is not on top of the R.Q.D. but is joined to the R.Q.D. and the R.Q.D. is joined to the 1<sup>st</sup> Awaiting deck.

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 steel, Part Awaiting deck iron both uncovered. One tier of beams, and web frames

Official No. 97973 ; Signal Letters MFVL

PARTICULARS OF WATER BALLAST—

Double bottom, aft, length 100 ft. and water capacity in tons 1000 Double bottom, forward, length 100 ft. and water capacity in tons 1000

Double bottom, under engines and boilers, length 100 ft. and water capacity in tons 1000 If under Engines only, or Boilers only, state which 1000

Double bottom, constructed on the cellular system, length 100 ft. and water capacity in tons 1000

Fore peak tank, water capacity in tons 100 After peak tank, water capacity in tons 100

Midship deep tank, length 100 ft. and water capacity in tons 100 Other tanks, if fitted, length 100 ft. and water capacity in tons 100

The above have all been tested as required by the Rules. and found satisfactory.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Portland Cement, & Paint Outside Paint & Composition.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 9<sup>th</sup> July 1891

State if marked on Vessel's sides in accordance with Notice No. 572 Yes

The amount of Entry Fee £ 5: 0: 0 is received by me, 25

Special... £ 58: 5: 6 Certificate\* £ 2: 2: 2

Travelling Expenses, if any £ 2: 2: 2

I am of opinion this Vessel should be Classed 100A1 One deck steel Part Awaiting deck (iron) One tier of beams, & web frames.

Committee's Minute TUES. 28 JUL 1891

Character assigned 100A1 1 steel pl. awning dk, subject to a fwd. of 5' 8' 10 1/2" to top of statutory deck line at 1<sup>st</sup> Awaiting deck

100A1 (1st) web frames & pl. awning deck (iron)

It is submitted that this Vessel appears eligible to be Classed 100A1 (Steel) 1<sup>st</sup> Awaiting deck as recommended. The Committee further recommend that the vessel be marked in the Certificate and recorded in the Register Book and further the particulars as set forth in the Certificate form be inserted in the Certificate.

1<sup>st</sup> (Steel) & web frames & 1<sup>st</sup> Awaiting deck (iron) Cell D.13. (particulars appended)

J. H. Cooke  
Surveyor to Lloyd's Register of British & Foreign Shipping.