

Lloyd's Register

BULKHEADS.

No. in Vessel **5**

No. Reqd. by Rule **4**

Ceiling betwixt Decks, thickness and material **2"**
in hold **Battic pine do.** **2 1/2**

Number of Breasthooks **11**
Crutches **3 x transom**

W. T. BULKHEADS } **6/20**
Collision & Bulbheads
PARTITIONS ..
LONGITUDINAL

Vrtel. **4x3x7-30**
Hrztl. **4x3x7-48**
Vrtel. **5 1/2 x 3 x 5**
Hrztl.
Vrtel.

Height up. **To main deck & running 8' as per Profile**
Sngl. or Dbl. Frames. **doubt**

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

The FRAMES extend in one length from **Caulk sides** to **gunwale**

The REVERSED ANGLE on floors and frames extend from **Centre line to main deck on every frame, to gunwale on alternate frames & to gunwale on every frame in way of open bridge**

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 1/8** in. diameter, averaging **5 1/2** ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, **double riveted**; with rivets **7/8 x 3/4** in. diameter, averaging **3 1/2** ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble **double riveted**; treble for **1 1/2** lgth.; with rivets **7/8** in. dia., averaging **3 1/2** ins. from cr. to cr.

" " " " overlapped for **whole** length, treble riveted for **1 1/2** length; with rivets **3/4 x 7/8** in. dia., averaging **2 3/4** ins. from cr. to cr.

Butts of **2** Strakes at Bilge for **1 1/2** length, treble riveted with Butt Straps **3/32** thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double **single riveted**; with rivets **3/4 x 7/8** in. diameter, averaging **3 1/4 x 3 3/4** ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked carvel, treble **double riveted**; treble for **whole** lgth.; with rivets **3/4 x 7/8** in. dia., averaging **2 3/4 x 3** ins. from cr. to cr.

" " " " overlapped for **✓** length, treble riveted for **✓** length; with rivets **✓** in. dia., averaging **✓** ins. from cr. to cr.

Edges of Main Sheerstrake, double **single riveted**.

Spar or Awning Sheerstrake, double **single riveted**.

Butts of Main Sheerstrake, treble riveted for **1 1/2** length amidships.

Butts of Spar or Awning Sheerstrake, treble riveted **whole** length amidships.

Butts of Main Stringer Plate, treble riveted for **1 1/2** length amidships.

Butts of Spar or Awning Stringer Plate, treble riveted for **whole** length.

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

" " " " Single or Double Straps for **✓** length.

Butts of Inner Bottom Plating **double** riveted for **2 x 12 spaces** length.

Butts of Centre Girder **overlapped & double** riveted.

Breadth of edge laps of Shell Plating in double riveting **5 1/4 x 4 1/2**

Breadth of edge laps of Shell Plating in single riveting **2 1/4**

Butt Straps of Shell Plating, breadth and thickness **9 3/4 to 16 3/4 x 9 to 15/16**

Butts, If Lapped, breadth of laps **7 1/2 x 9**

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

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.? **Angles & Bulbs by Norman Long & Co. Plating by Consett Iron Co. and Iron by Stockton malleable 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? **A very few**

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.
LOWER MASTS....											
Main	Iron	71 ft.	18 1/2 x 5/16	14 1/2 x 5/16	-	12 3/4 x 5/16	2	-	-	Single	Treble and
Mizen.....	dp	63 "	18 1/2 x 5/16	14 1/2 x 5/16	-	12 3/4 x 5/16	2	-	-	Double	
Bowsprit	✓										
Topmasts, Yards and Remainder of Spars	Pitch Pine										
Rigging, Material and Size, Shrouds	Galvanized iron wire	3"									
Stays	3 1/2"										
Sails.	One	Suit of									
Sails and the following spare sails	Nil										

EQUIPMENT No. **17963** LETTER **O ✓**

ANCHORS.

Number of Certificate.	1st Bower ..	WEIGHT, EX STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. P'R RULE	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.					lbs.	
24444	2nd "	29	1	22 1/2				28	5	0	0	29	1	0	Waterside Smith's Pat.	Jr. Spencer & Sons S. R.W.C.P.S.S 30-11/92
24445	3rd "X..	25	1	18 1/2	39	pikes		25	3	3	0	25	1	0	dp	dp
13408	4th "	23	3	0 1/2	5	3	14	23	13	3	0	23	2	0	Shotman	L. Taylor & Son L.P.H.L.W 30-11-92
	Collective weight	78	2	12 1/2								78	0	0	Certificate signed C.I. Benins & J. Hartness	
24394	Stream	8	0	14	2	0	7	10	5	0	0	8	0	0	Rodgers	L. Taylor & Son R.W.C.P.S.S 22-11/92
24391	Kedge	4	0	0	1	0	0	6	7	2	0	4	0	0	dp	dp
24398	2nd Kedge ..	2	0	7				2	14	4	12	2	0	0	dp	dp

CHAIN CABLES.

Number of Certificate.	Fathoms	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.
				Cwts.	qrs.								
10150	122	1 1/16	61 1/20	43	13	20	153.0.3	dp	dp	Steel wire	90	2	nil
6451	135	1 1/16	61 3/20	43	13	20	176.2.27	dp	dp</				

Order for Special Survey No. 3479

Date 21.9.92

Order for Ordinary Survey No. 1

Date 1

No. 56 in builder's yard.

Dates of Survey held while building as per Section 18.

- 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

Aug 18. 26. 29 Sept 1. 7. 12. 19. 22. 28.
29 Oct 4. 6. 11. 14. 18. 22. 25. 27. 30.
2. 7. 9. 11. 17. 23. 29 Dec 4. 6. 7. 9. 12. 14. 19. 23. 27.

Total No. of Visits 33

State dates and initials of letters respecting this case. M. 7 June; M. 25 July; M. 2 August; M. 15 August & 1 Sept. 1992

General Remarks (State quality of workmanship, &c.)

This vessel has been built of steel in accordance with the rules and approved tracings of Midship Section & Profile, on the cellular bottom system throughout with solid floors to every frame. The inner bottom has been tested to a head of water not less in height than the load line of the vessel and proved satisfactory. The materials and workmanship throughout being of a good description.

This vessel collided with the Dolphin whilst entering the Lyn docks at this port and indented 2 plates on the Starboard bow a little above the light line, the 2 plates have removed & refitted; 3 frames failed in place and 2 beam knees removed.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. 50 ft., F'castle 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) 2 Decks & Awnings. Main deck steel, Lower deck wood and Awnings deck iron

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 199 ft. and water capacity in tons 268
Fore peak tank, water capacity in tons After peak tank, water capacity in tons 29
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 3 coats of paint
From statutory Awnings deck 8 ft 3"

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 9 Dec. 1892

In Summer Main Deck 8 ins.
In Winter ft. 10 1/2
For Winter in North Atlantic 1 ft. 2 ins.
Fresh Water above the centre of disc 4 ins.
To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.

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

The amount of Entry Fee £ 4 : 0 : 0 is received by me,
Special... £ 61 14 : - 28 Dec 1892
Certificate* £ gratis

Travelling Expenses, if any £

I am of opinion this Vessel should be Classed 100 A.1. Awnings Deck

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

Committee's Minute

Character assigned

FFI 30 DEC 1892

100A.1 Steel Awnings Deck with freeboard 8.3

at 2m 12.92

20th (1 steel) & Awnings Deck (Iron)

This vessel appears to have been built in accordance with the Rules & approved plans and it is submitted she is eligible to be classed 100A.1. Steel Awnings deck as recommended. The Summer freeboard of 8.3 from centre of disc to top of statutory deck line at Awnings deck now marked on the vessel's sides, to be inserted in classification certificate and recorded in Register Book and further the remaining freeboards as shown on the accompanying verification form to be marked in the certificate.
100A.1 Steel Awnings deck with freeboard 2020
20th (1 steel) & Awnings Deck (Iron)
Cell 173

NWC829-0223 1/2

29 12 92