





PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				BUTTS.						
	AMIDSHIP.			FORWARD.			AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.
FLAT PLATE KEEL.....	13 1/4	20	12	12	12	12	13 1/4	20	double	6	1/4	4	quad.	1 1/8	3 1/2			15	Full
(If Bar Keel, state Riveting)																			
GARBOARD OR A Strake...	50 1/2	13	11	12	12	12	50 1/2	13	"	5 1/4	7/8	3 3/8	double	1 1/8	3 1/8			9	"
State actual thickness in way of Double Bottom.																			
B "	46	11	9	12	12	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
C "	54	10	9	12	12	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
D "	46	12	10	14	14	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
E "	54	12	10	14	14	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
F "	48	13	10	13	13	13			"	5 1/4	7/8	3 3/8	quad. rivet	7/8	3 1/8	12	9	"	"
G "	54	11	9	11	11	11			"	5 1/4	7/8	3 3/8	double	7/8	3 1/8			9	"
H "	46	12	9	12	12	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
J "	54	11	9	11	11	11			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
K "	44	12	9	9	9	12			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
L "	54	13	9	9	9	13			"	5 1/4	7/8	3 3/8	"	7/8	3 1/8			9	"
M "	44	15	10	10	14	15			"	6	1	1 1/4	"	1	1 1/2			10 1/2	"
N "																			
O "																			
P "																			
Q "																			
R "																			
DOUBLE LINE OF PLATE KEEL																			
Length and thickness of Bilges.....	Doubled for 18" x 1 1/2" at ends of Bridge																		
of Sheerstrakes.....																			
of Strake below.....																			
POOP SIDES.....	10 1/4																		
BRIDGE SIDES.....	4																		
FORECASTLE SIDES.....																			

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?  
*Henry Martin & Co. by*  
*Consett & Co. Talmish & Co. Stockton N.E.*  
*John Spencer & Sons, and Moor & Co. S.E.*  
*Iron by Consett & Co. Stockton N.E.*  
*and Moor & Co. S.E.*

Upper Deck Butts, treble riveted for *Full* length amidship.  
 Stringer Plate Butts, single, double or overlapped for *Full* length amidship.  
 Middle Deck Butts, treble riveted for *Full* length amidship.  
 Stringer Plate Butts, single, double or overlapped for *Full* length amidship.  
 Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?  
 Inner Bottom Plating, riveting of Edges, *Single Rivet* Butts, *Single Rivet*  
 Centre Girder Butts, *Double* riveted. Keelson Butts, *Double* riveted.  
 Frames, riveted through Plates with *1" x 7/8"* in. Rivets, about *6 1/4"* apart.  
 Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *Keel to Bilge and Bilge to Gunwale*  
 REVERSED FRAMES on floors and frames extend from *10 Upper and Main decks alternately. All to upper deck in way of engine & boiler space and alternate to Poop and Forecastle*

MASTS, SPARS, &c.														
LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		Seams.	Butts.	If Patent state name of Patentee.
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.					
Fore .....	<i>Steel</i>	<i>75' 0"</i>	<i>20 x 7/2"</i>	<i>19 x 7/2"</i>	<i>16 x 7/2"</i>	<i>15 x 6 1/2"</i>	<i>2</i>	-	-	<i>Single</i>	<i>Double</i>	<i>Single</i>	<i>Double</i>	
Main .....	<i>Steel</i>	<i>76' 0"</i>	<i>20 x 7/2"</i>	<i>17 x 7/2"</i>	<i>16 x 7/2"</i>	<i>15 x 6 1/2"</i>	<i>2</i>	-	-	<i>Single</i>	<i>Double</i>	<i>Single</i>	<i>Double</i>	
Mizen.....														
Bowsprit														
Topmasts, Yards and Remainder of Spars	<i>Pitch pine</i>													
Rigging, Material and Size, Shrouds	<i>Steel wire 3 1/2"</i>													
Sails.	<i>Good</i>	Suit of <i>One</i>	Sails, and the following spare sails: <i>Fore 4"; Main 3 1/2"</i>											

EQUIPMENT No. <i>31499</i> LETTER <i>U</i> ANCHORS.														
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.
<i>14174</i>	1st Bower ..	<i>34</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>33</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>36</i>	<i>2</i>	<i>0</i>	<i>Rodgers</i>
<i>14134</i>	2nd ..	<i>36</i>	<i>3</i>	<i>0</i>	<i>1</i>	<i>14</i>	<i>33</i>	<i>11</i>	<i>3</i>	<i>11</i>	<i>36</i>	<i>2</i>	<i>0</i>	<i>Stottman</i>
<i>14177</i>	3rd ..	<i>31</i>	<i>0</i>	<i>21</i>	<i>3</i>	<i>0</i>	<i>29</i>	<i>11</i>	<i>1</i>	<i>0</i>	<i>31</i>	<i>0</i>	<i>0</i>	<i>Rodgers</i>
	Collective weight.	<i>104</i>	<i>3</i>	<i>21</i>			<i>104</i>	<i>0</i>	<i>0</i>		<i>104</i>	<i>0</i>	<i>0</i>	
<i>14202</i>	Stream .....	<i>11</i>	<i>1</i>	<i>0</i>	<i>3</i>	<i>14</i>	<i>13</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>11</i>	<i>1</i>	<i>0</i>	<i>Rodgers</i>
<i>14159</i>	Kedge.....	<i>5</i>	<i>3</i>	<i>0</i>	<i>1</i>	<i>21</i>	<i>8</i>	<i>0</i>	<i>2</i>	<i>11</i>	<i>5</i>	<i>2</i>	<i>0</i>	
	2nd Kedge...													

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	
				Supplied.	Per Rule.										
<i>8932</i>	<i>135</i>	<i>1 1/2</i>	<i>15 9/16</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>2 1/2</i>	<i>Stad. Abbot &amp; Co. London</i>	<i>22 1/2</i>	<i>100</i>	<i>4</i>	<i>33 1/4</i>	<i>100</i>	<i>4</i>	<i>33 1/4</i>
<i>2005</i>	<i>135</i>	<i>1 1/2</i>	<i>16 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>22 1/2</i>	<i>1 1/2</i>	<i>Stad. do</i>	<i>22 1/2</i>	<i>90</i>	<i>3 1/4</i>	<i>22</i>	<i>90</i>	<i>3 1/4</i>	<i>22</i>
<i>Total</i>	<i>270</i>			<i>51 0</i>	<i>51 1/2</i>	<i>51 1/2</i>					<i>90</i>	<i>1 1/2</i>		<i>90</i>	<i>1 1/2</i>
Iron Steam Chain or Steel Wire ...	<i>90</i>	<i>4 1/4</i>	<i>35</i>				<i>20 1/2</i>	<i>Bullivant &amp; Co.</i>							

Boats *2 Life boats & 2 others. Good*  
 Pumps, Number *6*  
 Windlass is *Good. Direct acting steam* Capstan  
 Engine Room Skylights.—How constructed? *Iron Coamings and top*  
 What arrangements for deadlights in bad weather? *Strong glass Bullseyes &c*  
 Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Patented* Height above deck? *14"*  
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *6 Scuppers on each side, 4 open Gangways at hatches*  
 Ceiling in Holds, thickness and material *2 1/2 pine* Ceiling 'tween Decks, thickness and material *2 pine*  
 Cargo Hatchways.—How formed? *Iron* Hatches, If strong and efficient? *Yes*  
 State size No. 1 Hatch (Forward) *22' 9" x 16' 0"* No. 2 Hatch *28' 0" x 16' 0"* No. 3 Hatch *24' 0" x 14' 0"* No. 4 Hatch *24' 0" x 12' 0"*  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 Web plates and 3 fore and afters to each hatch*  
 No. of Breasthooks *0* No. of Crutches *4*  
 Bulwarks, height above deck and description *3' 9" Iron. Gangways at hatches. Main Rail, material and size. Mult angle 7 1/2 x 3 x 9 1/2*  
 The above is a correct description.  
 Builder's Signature (here only) *C.S. Swan & Hunter per Abington* Surveyor's Signature *James M. Reid* Surveyor to Lloyd's Register of British and Foreign Shipping.



Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 9/3/94;

8/3/94; 15/3/94; 27/3/94; 5/4/94; 6/4/94; 13/4/94; 11/5/94. 8/1/95-

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*

General Remarks (State quality of workmanship, &c.) *This Steel Steam Steamer (with one deck laid and two tiers of beams) has been built in accordance with the approved amended Midship Section forwarded to London on the 24<sup>th</sup> instant and plans attached; the Secretary's letter and in other respects with the Rules; and the Materials and Workmanship throughout are good.*

*The decks and waterways have been tested by water and found efficient. The pumps, valves, and watertight doors have been tested and found in good working order.*

The Surveyor should state the Number of Report and Name of any Sister Vessel. *4*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *24* ft., R.Q.D. or Break *4* ft., Bridge Dk. *60* ft., F'castle *34* ft. (in feet and tenths). When 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) *One deck (Upper part Steel & Iron) No tiers of beams.*

Official No. *104834*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *On Cellular system*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>100</i>	<i>208</i>	Fore peak tank,		
Double bottom, forward,	<i>140</i>	<i>326</i>	After peak tank,		
Double bottom, under Engines and Boilers,	<i>38</i>	<i>90</i>	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,	<i>Total</i>	<i>624</i>	(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules *Yes*

Order for Special Survey No. <i>2254</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1894. Mar. 3. Apr. 3, 10, 11, 16. May. 19, 23, 30, 31. June</i>
Date <i>31 Mar. 1894</i>		2nd. On the plating during the process of riveting	<i>5, 4, 12, 14, 19, 26. July 3, 6, 11, 13, 18, 19, 25, 31. Aug.</i>
Order for Ordinary Survey No. <i>196</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>2, 4, 9, 10, 13, 14, 23, 29, 31. Sep. 3, 6, 12, 17, 13, 14, 19, 21, 24.</i>
Date <i>196</i> in builder's yard.		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>26, 28. Oct. 1, 3, 5, 9, 10, 11, 12, 13, 16, 18, 22, 24, 30. Nov. 2.</i>
		5th. After the ship was launched and equipped	<i>5, 7, 8, 13, 14, 16, 19, 20, 21, 22, 23, 26, 28. Total No. of Visits 83.</i>

Amount of Entry Fee	£ 5	Fees applied for,
Special Survey Fee	£ 95	29. 1. 1895
Travelling Expenses, if any	£	Received by me,
		31. 1. 1895

Certificate to be sent to *Newcastle Office.*

Of opinion this Vessel should be Classed *100 A. 1. Steel*  
With, or without Freeboard, as condition of Class *With Freeboard*

*James M Neil*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned *100 A. 1. Steel with freeboard 5.5" 7/12*  
*2 ascp + 2 msc 1.95*  
*1 Dr (pc. ste. + pc. iron) 2 sub + deep framing 3 dk Rules*

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is recommended that it be classed 100 A. 1. ("Steel") with freeboard as recommended. The summer freeboard of 5.5" 7/12 from center of keel to top of statutory deck line at upper deck, now marked on the vessel's sides, to be inserted in the Classification Certificate and recorded in the Register Book, and further the remaining freeboards, as shown on the approved plans, to be inserted in the Certificate of Classification.

*+ 100 A. 1. ("Steel") with freeboard*  
*1 Dr (pc. ste. + pc. iron) 2 sub B & deep framing 3 dk Rules*  
*11 B. = Cell DE a 100' w x B 38' + 140' 6245*