

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE		EDGES.				BUTTS.				IF LAPPED.				
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.				
FLAT PLATE KEEL	54	20	12	12	54	20	6	1	3 1/2	12	3	12	12	12	12				
GARBOARD OF A STRAKE	54	13	12	12	54	13	6	1	3	12	3	12	12	12	12				
State actual thickness in way of Double Bottom.	46	12	9	9	46	12	6	1	3	12	3	12	12	12	12				
B	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
C	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
D	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
E	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
F	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
G	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
H	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
J	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
K	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
L	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
M	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
N	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
O	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
P	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
Q	54	12	9	9	54	12	6	1	3	12	3	12	12	12	12				
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES	7																		
BRIDGE SIDES	7																		
FORECASTLE SIDES	7																		

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. *Plates - Moore Steel & Iron Co*

Cornwall, Angles, Palmers & Dorman

Long - Beam Palmers - Iron

plates from - Stockholm Malleable

& John Hill & Co.

Butts, treble riveted for *whole* length amidship.

Stringer Plate (Straps, single, double or overlapped for *whole* length amidship.

Main Stringer Butts, treble riveted for *whole* length amidship.

Plate (Straps, single, double or overlapped for *whole* length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *treble*

Inner Bottom Plating, riveting of Edges *single* Butts *double*

Centre Girder Butts, *treble* riveted Keelson Butts, *treble* riveted.

Frames, riveted through Plates with *7/8* in. Rivets, about *4 1/2* apart.

Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *Keel* to *Main & then to spar deck*

REVERSED FRAMES on floors and frames extend from *outside tanks to main & spar deck & spar & forecastle*

decks, all round, and all to spar deck above after peak & a way foreward

MASTS, SPARS, &c.									
Material.	Total Length	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.	RIVETING.			
		At Partners.	Heel. Hounds.						
Fore	53.3	21 x 9/16	21 x 9/16	16 x 7/8	2	Single treble & double			
Main	59.4	21 x 9/16	21 x 9/16	16 x 7/8	5	5			
Mizen	43.0	17 x 9/16	17 x 9/16	14 x 7/8	5	5			

Bowsprit

Topmasts, Yards and Remainder of Spars *Pitch pine*

Rigging, Material and Size, Shrouds *Wire - Fore & Main 3 1/4 Tons 3*

Sails. *Suit of Sails* Sails, and the following spare sails

EQUIPMENT No. 38,288 LETTER NO. ANCHORS.												
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.					
14113	1st Bower	40	2	21	10	0	36	6	1	0	Rodgers	23/5/95
14362	2nd "	39	2	0	10	0	35	5	3	0	"	23/5/95
14355	3rd "	34	1	0	8	2	31	16	1	0	"	23/5/95
	Collective weight	114	1	21			114	0	0			
14390	Stream	12	0	0	3	0	13	17	2	0	"	23/5/95
14403	Kedge	6	0	14	1	2	8	7	2	0	"	23/5/95
	2nd Kedge											

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms.	Size.	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.														
7096	135	2 1/2	76.5	2870.2	573.2	142	2 1/2	Steel	John Abbott & Co.	23/5/95	TOWLINE	120	4 1/2	39	120-4 1/2				
7069	135	"	"	2870.5	574.1	142	2 1/2	Steel	"	"	HAWSER	90	3 1/2	22	90-10 1/2				
											WARP	120	4	9	90-9				
	90	4 1/2	39			90	4 1/2	Steel	"	"		120	4 1/2						

Boats *Two life boats & two others*

Pumps, Number *one*

Windlass is *Iron*

Engine Room Skylights. - How constructed? *Iron*

What arrangements for deadlights in bad weather? *Iron shutters with Bulls' eyes*

Coal Bunker Openings. - How constructed? *Plates & angles* How are lids secured? *Patterned down* Height above deck? *15"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *16 freeing ports 3 1/2 x 18 and 14 Scuppers.*

Ceiling in Holds, thickness and material *2 1/2* Ceiling 'tween Decks, thickness and material *oil ship*

Cargo Hatchways. - How formed? *Plates & angles* Hatches, If strong and efficient? *yes - solid*

State size No. 1 Hatch (Forward) *6 x 13 ft* No. 2 Hatch *No. 3 Hatch* No. 4 Hatch *No. 4 Hatch*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Iron - 4 1/2"*

Bulwarks, height above deck and description *Iron - 4 1/2"* Main Rail, material and size *Bulk angle 6 x 3 x 7/10*

The above is a correct description. FOR AND ON BEHALF OF *J.W. Sculland*

Builder's Signature *J.J. Moore* Surveyor's Signature *J.W. Sculland*

Correspondence. - State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M - 30/11/94: 23/3/95

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 oil keel has been built in accordance with the approved drawings and in other respects to the Rules for the 100 H. grade. The oil tanks and the summer tanks have been tested by water pressure to a height of 15 feet above the main deck and found very satisfactory. The middle line longitudinal bulkhead extends through the oil tanks and has been subjected to the same tests as the transverse bulkheads &c. The copper dams have also been tested same as oil tanks. The pumps are in good working order - no slice valves or rivets. The workmanship and materials are very good. Has a double bottom of a - constructed on the cellular system - under the engines & boilers. The approved plans are forwarded herewith.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop *93* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *32* ft., Forecastle *46* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *breaches disconnected*

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 iron deck, one steel deck & 2 tiers of beams*

Official No. *✓*; 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 *Cellular system under engines & boilers*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	66	197	Fore peak tank,	✓	14.3
Double bottom, forward.	✓	✓	After peak tank,	✓	2.9
Double bottom, under Engines and Boilers.	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Engines only.	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, if under Boilers only.	✓	✓	(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. *2639*

Date *5-12-94*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *106* 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

1895 - Jan 4, 14, 28, Feb 7, 28, Mar 6, 15, 25, Apr 1, 4, 18, 22, 26, May 3, 8, 10, 13, 14, 16, 21, 24, 31, June 10, 12, 13, 19, 22, 24, 26, July 12, 4, 5, 6, 9, 10, 12, 15, 17, 25, Aug 2, 6, 8, 13, 19, 20, 23, 27.

Total No. of Visits *49*

The amount of Entry Fee.....£ 5: 0: 0

Special Survey Fee ...£ 12: 17: 6

Travelling Expenses, if any £ : : :

Fees applied for, *4.9.1895*

Received by me, *7/9/1895*

I am of opinion this Vessel should be Classed *+ 100 H. 1. Spar ok; carrying Petroleum in bulk.*

With, or without Freeboard, as condition of Class *✓*

Committee's Minute *TUES, 10 SEP 1895*

Character assigned *100 H. 1. Steel Spar ok. Carry! Petroleum in bulk 15k blr) + Spar ok (200) + Web frames*

Surveyor to Lloyd's Register of British and Foreign Shipping. *J.W. Sculland*