

BULKHEADS.		No. in Vessel	Five	No. Reqd. by Rule	Five	
Ceiling betwixt Decks, thickness and material	2" fine	Thickness	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
„ in hold do. do. 2 1/2 do.		W. T. BULKHEADS	7-6 20	Vrtcl. 5 x 3 x 8 Hrztcl. 5 x 3 x 8	30 48	To Spar deck double
Number of Breasthooks	Five	PARTITIONS		Vrtcl. Hrztcl.	and horizontal stiffeners of bulb angles 7 1/2 x 3 x 3/20	and semi box beams.
„ Crutches	Three & deep floors	LONGITUDINAL		Vrtcl.		

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

The **FRAMES** extend in one length from margin plate to centre line and from Riveted through Plates with 7/8 in. Rivets, about 6 1/2 apart. The **REVERSED ANGLE** on floors and frames extend from middle line to Spar & main deck alternately, all to spar deck abt 1/2 peak bulkhead and in way of bridge, and all 4 to 7 ft. and 8 ft. deck.

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

Garboard, double riveted to ~~Keel~~ Flat Plate Keel, with rivets 1 in. diameter, averaging 4 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 3/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 1/4 length, with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr. overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.
Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 3/4 length, with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr. overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. **Butts of Spar or Lining Sheerstrake**, treble riveted whole length amidships.
Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. **Butts of Spar or Lining Stringer Plate**, treble riveted for 3/4 length amidships.
Butts of Inner Bottom Plating, double riveted for whole length. **Butts of Centre Girder**, treble riveted.
Breadth of edge laps of Shell Plating in double riveting 5 1/2 x 6. **Breadth of edge laps of Shell Plating** in single riveting 12-9.
Butt Straps of Shell Plating, breadth and thickness 16 1/4 x 17/32 to 1 1/2. **Butts, If Lapped**, breadth of laps 12-9.
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted treble and 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. *Siemens Martin Steel plates, angles, and bulbs, by Consett Iron Co (Lim.)*
Iron plates John Hill & Co Iron angles & bulbs J. Yzack & Co (Lim.)

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.*

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...											
Fore	Steel	77-6	24 x 7/16	18 x 7/16	16 x 7/16	14 x 7/16	do			Single	treble & double
Main	do	70-6	20 x 7/16	16 x 7/16	14 x 7/16	12 x 7/16	do			do	do
Mizen											

Bowsprit

Topmasts, ~~and~~ Remainder of Spars *pine*

Rigging, Material and Size, Shrouds *Gale 2 wire 3 1/2*

Sails. *One* Suit of *Schooner*

Sails and the following spare sails

EQUIPMENT No. 30738 LETTER *U*

ANCHORS.

EQUIPMENT NO. 34,424													ANCHORS.												
Number of Certificate.		WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. P.B. RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.									
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.						lbs.						
34392	1st Bower ..	37	2	21	9	2	23	54	6	1	0	36	2	0	Rodgers	Wood, Aston & Co.	R.W.C. 1/2/93.	J.G. Lewis.							
34423	2nd „ ..	35	3	12	9	0	16	33	0	2	14	35	2	0	do.	do.	do. 2/4/93.	do.							
34424	3rd „ ..	32	0	3	7	2	25	30	4	1	14	32	0	0	do.	do.	do. do.	do.							
	4th „ ..																								
	Collective weight	105	2	8								104	0	0											
34423	Stream	11	1	0	3	0	2	13	2	2	0	11	1	0	Ordinary	do.	do. 20-12-93.	do.							
34421	Kedge	5	2	6	1	2	1	7	18	1	2	5	2	0	do.	do.	do. do.	do.							
	2nd Kedge ..																								

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.
21956	135-34	1 1/2	94 1/2	67 1/2	261-1 1/4	270-1 1/2	Stud Link J. Wood, Aston & Co. L.P.M. 15/94. J. H. Hargreave	do.	Hawser	90	3 1/2	28 1/2
21905	135-14	1 1/2	94 1/2	67 1/2	333-3 1/4		do.	do.	Hawser	90	2 3/4	18 1/2
										90	2 1/2	12 1/2
										180	7	manilla
										180	6	do.
Iron Stream Chain or Steel Wire...	90	1 1/2	34 1/2	22 1/2	59-2 0	90-1 1/2	do	do.	do.	do.	do.	do.
Towline*if steel wire	120	4	33				Makers of Hull wires F. Wood Haggie Hon 1/94. Certified.					

Boats *Two life boats and two others*

Pumps, Number *seven*

The Windlass is *Clarke Chapman & Co. patent*

Engine Room Skylights.—How constructed? *Iron*

What arrangements for deadlights in bad weather? *Iron shutters and bullseyes*

Coal Bunker Openings.—How constructed? *Iron*

Number of Scuppers, and number and dimensions of Freec Ports, &c. *eight scuppers each side and eight freeing ports on each side, 2' 6" x 1' 9"*

Cargo Hatchways.—How formed? *Iron, in usual manner*

State size No. 1 Hatch (Forward) 16' 0" x 14' 0" No. 2 Hatch 24' 0" x 14' 0" No. 3 Hatch 8' 0" x 14' 0"

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *One web plate in No. 1 Hatch, two web plates in No. 2 and 4 Hatchways, and three web plates in No. 3 Hatch*

Bulwarks, height above deck and description *3' 6" plating, iron*

Main Rail, material and size *Bull angle 8' x 3"*

The above is a correct description.

Builder's Signature (here only.) *William Maxwell & Co.*

Surveyor's Signature *George Harrison*

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

Order for Special Survey No. 3858

Date *2 July 93*

Order for Ordinary Survey No. —

Date —

No. *156* in builder's yard.

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.
- 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.

Built under J.P. and Surveyed 1893 Aug. 14/31
Sept. 4 & 12 15 1822 25 26 28 29 Oct. 2 26 29 31 1822 26 27
Nov. 12 6 8 15 16 17 20 22 29 Dec. 5 12 13 19 22 29 Jan. 2 9 10 11
Feb. 15 14 19 22 24 27 Feb. 12 5 4 14 19 22 24
 Total No. of Visits *61*

State dates and initials of letters respecting this case *1893 Aug. 3rd July 5-12-26 1/94. Feb. 23rd*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved drawings, the Secretary's letters dated as above stated and in other respects in conformity with the Rules for the "Spar deck" 100 A Class. The workmanship is good.*

The steel used in the construction has been manufactured by the firms named herein and duly tested at the works.

The decks and waterways have been duly tested and found satisfactory and the efficiency of the hand pumps ascertained.

This is a similar vessel to the "S.S. Queen Anne" report No. 16227.

This vessel received damage to the starboard bilge plating and bilge keel by being driven against the pier of the South Bulb by heavy wind on the day of the Calcutta. The vessel has been docked and the damage satisfactorily repaired, as per the damage survey report attached.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30* ft., R.Q.D. or Break *2* ft., Bridge Dk. *72* ft., F'castle *36* 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) *100 A STEEL and SPAR DECK (IRON) and deep framing.*
 Official No. ; 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 — If under Engines only, or Boilers only, state which —
 Double bottom, constructed on the cellular system, length *238 feet* and water capacity in tons *460*
 Fore peak tank, water capacity in tons — After peak tank, water capacity in tons *40*
 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 *(M) 23 Feb. 94*

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

Fresh Water above the centre of disc *5 ins. at side.*

The amount of Entry Fee £ *5* : : is received by me, *HC*

Special... £ *94* : : 14 3 1894 *215*

Damage report Certificate... £ *2* : : 2

Travelling Expenses, if any £ : : :

I am of opinion this Vessel should be Classed ** 100 A 1 SPAR DECK STEEL*

Committee's Minute *TUES. 6 MAR 1894*

Character assigned *100 A 1 Steel Spar dk.*

See Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A 1 ("Steel") Spar Deck in accordance with the Rules.

M. B. = Ch. D.R. 94. (Particulars as above)

F.K.

The Vessel sustained damage to the starboard bilge plating and bilge keel, she has been docked and the damage repaired to the satisfaction of the Surveyor.

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