

BULKHEADS.		No. in Vessel	No. Reqd. by Rule	
Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
W. T. BULKHEADS	$\frac{1}{16}$ iron	Vrtcl. $3 \times 3 \frac{1}{2}$ Hrztcl. $3 \times 3 \frac{1}{2}$	30" 48"	From shell plating double frames
PARTITION....		Vrtcl. Hrztcl.		
LONGITUDINAL		Vrtcl.		

Ceiling betwixt Decks, thickness and material —
 " in hold do. do. of *2 1/4" pitch pine*
 Number of Breasthooks *three*
 " Crutches *two at stem and two at stern.*

Are the outside Plates doubled two spaces of Frames in length? *Yes, as per rule.*
 The FRAMES extend in one length from *the keel* to *deck stringers* Riveted through Plates with $\frac{1}{4}$ in. Rivets, about *12* in. apart
 The REVERSED ANGLE on floors and frames extend *across the middle line* *stoppers part of bilges* in one length.

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 *one* in. diameter, averaging *five* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4} \times \frac{1}{2}$ 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 *length*; with rivets $\frac{3}{4} - \frac{1}{2}$ in. dia., averaging *3 1/2* ins. from cr. to cr.
 " " " " *overlapped* for *length*, treble riveted for *length*; with rivets *in* dia., averaging *ins.* from cr. to cr.
 Butts of *One* Strakes at Bilge for $\frac{3}{4}$ length, *treble* riveted with Butt Straps $\frac{1}{2}$ in. thicker than the plates they connect.
 Edges from Bilge to Sheerstrake, worked clencher, *double* or single riveted; with rivets $\frac{5}{8}$ in. diameter, averaging *2 1/4* ins. from centre to centre.
 Butts from Bilge to Sheerstrake, worked carvel, *treble* or double riveted; *treble* for *length*; with rivets $\frac{5}{8}$ in. dia., averaging *2 1/2* ins. from cr. to cr.
 " " " " *overlapped* for *length*, treble riveted for *length*; with rivets *in* dia., averaging *ins.* from cr. to cr.
 Edges of Sheerstrake, double *single* riveted. Butts of Sheerstrake, treble riveted for $\frac{3}{4}$ length amidships.
 Butts of Main Stringer Plate, *treble* riveted for *entire* length amidships. Single or Double Butt Straps to Stringer Plate for *entire* length.
 Butts of Inner Bottom Plating riveted for *length*. Butts of Centre Girder riveted.

Breadth of edge laps of Shell Plating in double riveting *4 1/2 inches*. Breadth of edge laps of Shell Plating in single riveting *2 3/4 & 2 1/2*.
 Butt Straps of Shell Plating breadth and thickness *4 1/2 x 1/2; 10 x 1/2; 8 1/2 x 1/2 - 1/2* Butts, if lapped, breadth of laps

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *for keelsons treble - and for stringers, tie plates double riveted*
 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. *All plating from the Consalt Iron Co. (Linn.) Siemens-Martin process, tested and signed F.W. Pitt, surveyor. - All angles from David Colville & Sons, Lathall steel, and from Dussberger Eisen & Stahlwerke, steel; - tested and signed E. H. Salmon or Johannes Meyer, surveyors.*

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 the 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.
Two Pole	Fore	52'	12"	11"	10"	7"					
MASTS....	Main	8	3	3	3	1					
as per plan.	Mizen	41'	10"	9"	7"	5"					
Bowsprit	None										

Topmasts, Yards and Remainder of Spars *none*

Rigging, Material and Size, Shrouds *galvanised wire rope & good* Stays *ditto & good*

Sails. *One* Suit of *good* Sails, and the following spare sails *none.*

EQUIPMENT No. 4503 LETTER B ANCHORS.

Number of Certificate.		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.	cwts.	qrs.	Cwts.	qrs.	lbs.			
24487	1st Bower ..	4	1	14	1	0	14	6	15		4 1/2				<i>River Wear, J. Hartness</i>	<i>ditto</i>
24486	2nd " ..	4	0	14	1	0	7	6	10		4 1/2				<i>ditto</i>	<i>ditto</i>
	3rd " ..															
	Collective weight	8	2	0							8	2	0			
	Stream	1	1		0	1	7				1 1/2					
	Kedge	0	2		0	0	14				1/2					
	2nd Kedge ..															

CHAIN CABLES.

Number of Certificate.	Fathoms	Size.	Test per Certificate. Tens.	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.
10203	120 1/2	1 1/2	15 1/2	37-2-24	120 x 7/8 34-2-7	Standard	River Wear Co.	J. Hartness	TOWLINE	75	6"	75 x 6"
									HAWSER	90	4"	90 x 4"
Iron Steam Chain Standard Wire Towline & steel wire	45	2 1/2	7:10:0	2-2-16	45 x 1 1/2	Standard	River Wear Co.	D. G. Lewis				

Boats *two boats*

Pumps, Number *two* Diameter of Barrel and Tail Pipe *as per rule*

The Windlass is *patent steam windlass* Capstan *as per rule*

Engine Room Skylights.—How constructed? *of suberized lead, bolted to Comings.*

What arrangements for deadlights in bad weather? *bull's eyes in galvanised iron plates*

Coal Bunker Openings.—How constructed? *as per rule* How are lids secured? *by iron bars* Height above deck? *12 inches*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *three scuppers on each side; and the freeing ports*

as per rule for well deck vessels.

Cargo Hatchways.—How formed? *two deep webplates, and round corners, as per plan* Hatches, if strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *as per plan* No. 2 Hatch *as per plan* No. 3 Hatch *as per plan* No. 4 Hatch *as per plan*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *two webplates and three fore & afters.*

Bulwarks, height above deck and description *3' 3" and 6 1/2" thickness* Main Rail, material and size *7 x 3/8" steel bulb with 3 x 3 x 1/20" angles.*

The above is a correct description.

Builder's Signature, (here only.) *J. Mulder*

Surveyor's Signature, *J. B. P. Heymans*

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



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Order for Special Survey No

Date

Order for Ordinary Survey No.

Date

No. 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

Surveyed at the required periods of construction.

Total No. of Visits

State dates and initials of letters respecting this case

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

This vessel is now built in conformity with the submitted and amended plans, mentioned in the letter of the Committee of the 10th Aug. 1892, in conformity with the modifications approved and mentioned in the letter of the Committee of the 19th November 1892 and of 23rd February 1893, and is now completed to my satisfaction.

The engines, boiler and propeller, etc: will be fitted at their places in England, as this vessel will be towed there by a steamer, when leaving this country. The certificate for engines etc, I suppose, will be requested by Mr. Paley & Co. at London, on delivery of the report of survey by the Local Surveyor in England.

For illustration, if wanted, I enclose herewith 6 plans of building and modifications, approved by the Committee, and referred to in this report.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break 33 ft., Bridge Dk. 15½ ft., F'castle 1½ 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 raised quarter — is joined to the bridge 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 tier of beams*

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 — and water capacity in tons —

Fore peak tank, water capacity in tons *16 tons* After peak tank, water capacity in tons —

Midship deep tank, length — and water capacity in tons — Other tanks, if fitted, length — and water capacity in tons —

The above have *duly* been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *Cemented as required* Outside *Coated*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *21st March 1893*

In Summer, Centre of Disc *1 ft. 0½ ins.*In Winter *1 ft. 1½ ins.*

For Winter in North Atlantic — ft. — ins.

Fresh Water above the centre of disc *0 ft. 2 ins.*To top of ~~Wood~~ *Iron or Steel* Upper Deck at *side — marks are placed 24th March 1893.*State if marked on Vessel's sides in accordance with Notice No. 572 *Yes, marked on vessel's sides on the 24th March 1893.*The amount of Entry Fee..... £ *1* : : *received by me,*Special ... £ *12* : *12* : *18*Certificate* £ : : *18*Travelling Expenses, if any £ *2* : *15* :I am of opinion this Vessel should be Classed *100 A1*

*Certificate to be sent to *the Surveyor at Teeside,* requested by the builder for the delivery of this vessel, as contracted, to her owners.

J. P. Hazen

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

Committee's Minute

TUES. 4 APR 1893

Character assigned

100A-

Class not to be recorded in Reg. Book until Eng. & Boiler forced satisfactorily completed & fitted. This to be recorded on Certificate.

100A1 Steel
15k (pl. 32k.)
Well dk

TUES. 25 JUL 1893

