

1 or 2 Decks.

IRON OR STEEL STEAMER.

State of Report is also sent on the Machinery of the Vessel

Date of completion of Report 18th November

Port of Greenwich

No. 10890 Survey held at Greenwich

Date, First Survey 2nd June

Last Survey 18th November 1893

On the Steel Screw Steamer "Well Park" - Schooner Rig 2 Masts

TONNAGE under

Tonnage Deck... 674.91

Do. of Poop 116.61

Do. of Raised Qr. 28.91

Do. of Bridge House 4.74

Do. of Houses on Deck 15.81

Do. of excess of Hatchways 18.73

Do. of Forecastle 859.71

Less above Crown of Engine Room 41.98

Gross Tonnage 817.73

Less Crew Space 275.11

Less Engine Room 16.31

Less Navigation Spaces 526.31

Register Tonnage as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS 100A1.

FEET.

Half Breadth (moulded) 15.6

Depth from upper part of Keel to top of Main Deck Bms. 15.5 1/2

Girth of Half Midship Frame (as per Rule) 27.8

1st Number 58 7/12

Length 211.0

2nd Number 12370

Proportions - Breadths to Length 6.8

Depths to Length - Main Deck to top of Keel 13.64

Destined Voyage (Not fixed)

If Surveyed while Building, Afloat, or in Dry Dock Building Afloat

Master J. Pitt

Year of appointment (1) As master in service of owner of present vessel - 1893 (2) As master of this vessel - 1893

Built at Greenwich

When built 1893 Launched 28th Sept 1893

By whom built Scott & Co.

Owners Well Park Steam Ship Co. Ltd.

Managers J & J Denholm

(Where necessary to be entered in Reg. Book.)

Residence Exchange Buildings

Port belonging to Greenwich

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH - Moulded	Feet.	Inches.	DEPTH - Top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
211	0		30	11		14	0		99		1	1

Dimensions of Ship per Register, Length, 212.7 breadth, 31.25 depth, 14.0

Moulded Depth, ft. 14 ins. 10

Round of Beam 7 1/2 inches.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness 7 1/2 x 2 1/4

STEM, moulding and thickness 7 1/2 x 2 1/4

STERN-POST for Rudder do. do. 7 x 4 1/2

" for Propeller 7 x 4 1/2

MAIN PIECE of Rudder, diameter at head 5

do. at heel 3

RUDDER, how constructed Forged & plated

Can the Rudder be unshipped afloat? Yes

FRAMING.

FRAME, Angles, or 7 Bars, for 1/2 length amidships 3 1/2 x 3

Do. for 1/2 at each end 3 1/2 x 3

Do. in way of Double Bottoms 3 1/2 x 3

Distance of Frames from moulding edge to moulding edge, all fore and aft 22

REVERSED FRAME, Angles 3 1/2 x 3

FLOORS, depth and thickness of Floor Plate 17

" at mid-line for 1/2 length amidships 17

" in way of Engines and Boilers 17

" thickness at the ends of vessel 4

" depth at 1/2 the half breadth, as per Rule 3 1/4

" height extended at the Bilges 3 1/4

FLOORS & BRACKETS, in C&B Double Bottoms

" Distance apart 22

CENTRE GIRDER, in Double Bottom, depth and thickness 7 1/2 x 3

" Angles, Top 7 1/2 x 3

" Angles, Bottom 7 1/2 x 3

HIDE GIRDERS, number and thickness 7 1/2 x 3

" Angles 7 1/2 x 3

MARGIN PLATE, depth (exclusive of flange) and thickness 7 1/2 x 3

" Angles 7 1/2 x 3

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 48

" thickness in Engine and Boiler space 7 1/2 x 3

" Remainder in Holds 7 1/2 x 3

BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3

" Angles on Upper Edge 22

" Average space 22

BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3

" Angles on Upper Edge 22

" Average space 22

BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3

" Angles on Upper Edge 22

" Average space 22

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3

" Angles on Upper Edge 22

" Average space 22

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 x 3

" Angles on Upper Edge 22

" Average space 22

MILLARS, in 'tween Decks, Size and Spacing 2 1/2 x 3

" Hold 2 1/2 x 3

WEB FRAMES, in Fore Body, No. and Spacing 2 1/2 x 3

" Breadth & Thickness 2 1/2 x 3

" No. of Side Stringers 2 1/2 x 3

WEB FRAMES, in After Body, No. and Spacing 2 1/2 x 3

" Breadth & Thickness 2 1/2 x 3

" No. of Side Stringers 2 1/2 x 3

" Size of Angles or Tee Bars to Web Frames 2 1/2 x 3

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness 2 1/2 x 3

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 13

" Rider Plate 9 1/2

" Bulb Plate to Intercoastal Keelson 9 1/2

" Horizontal Plates on Floors 4 1/2

" Angles 4 1/2

SIDE KEELSON, Angles 4 1/2

" Bulb or Plate above floors for 1/2 length 13

" Intercoastal Plate for 1/2 length 13

" Attached to outside plating with Angle 3

BILGE KEELSON, Angles 4 1/2

" Bulb or Plate above floors for 1/2 length 7 1/2

" Intercoastal Plate for 1/2 length 7 1/2

" Attached to outside plating with Angle 4 1/2

BILGE STRINGER Angles 4 1/2

" Bulb Plate for 1/2 length 7 1/2

" Intercoastal Plate for 1/2 length 7 1/2

" Attached to outside plating with Angle 4 1/2

SIDE STRINGER Angles (1.4 x 1.4) 4 1/2

" Bulb or Intercoastal Plate for 1/2 length 3

Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness 3 1/2

" Angle on ditto 4 x 4

" Tie Plates fore & aft, outside Hatchways 4 x 4

" Diagonal Tie Plates on Bms., No. of Pairs 4 x 4

" Flat of Dk* Iron or Steel for whole Ing. 4 x 4

" " Wood Material & thickness 4 x 4

" How fastened to Beams 4 x 4

Lower Deck Stringer Plate, on ends of Beams, breadth & thickness 4 x 4

" Angles on ditto, No. 2 4 x 4

" Tie Plates 4 x 4

" Flat of Deck, Material and thickness 4 x 4

" How fastened to Beams 4 x 4

Hold Stringer Plate, on ends of Beams 4 x 4

" Angles on ditto, No. 2 4 x 4

" Tie Plates 4 x 4

" Flat of Deck, Material and thickness 4 x 4

" How fastened to Beams 4 x 4

Forecastle Deck Stringer Plate, breadth & thickness 4 x 4

" Angles on ditto 4 x 4

" Tie Plates 4 x 4

" Flat of Deck, Material and thickness 4 x 4

" How fastened to Beams 4 x 4

PLATING.

FLAT PLATE KEEL, breadth and thickness 33

" Plating or increased thickness, & length appl. 33

PLATES in Garboard Strakes, breadth & thickness 33

" From Garboard to lower part of Bilges 33

" State Thickness of Plating in way of Double Bottom 33

" Bilges, number of Strakes and thickness 33

" Of doubling at Bilge, or increased thickness, and length applied 33

" from up. part of Bilge to l. edge of Sh'rstake 33

" Sheerstrake, breadth and thickness 33

" Of d'blng at Sh'rstk & Ing. applied 33

" also doubling plate at breakable strakes 33

" Raised Quarter Deck Sides 33

" Bridge Sides 33

" Forecastle Sides 33

Lengths of Plating 9 spaces

ROBERT EDMUND TAYLOR & SON, Printers, 19, Old Street, Goswell Road, London.

BULKHEADS. No. in Vessel 4 No. Req'd. by Rule 4

Ceiling betwixt Decks, thickness and material 2 1/2 in hold do. do. 2 1/2

Number of Breasthooks 6 Crutches 27 deep floors

W. T. BULKHEADS

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

The **FRAMES** extend in one length from Centre Line to gunwale Riveted through Plates with 3/4 in. Rivets, about 5 1/2 apart

The **REVERSED ANGLE** on floors and frames extend from Centre Line to Main & Raised Quarter Decks; and to upper side stringer alternately

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 1/8 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 3/4 in. diameter, averaging 3 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clencher, double or double riveted, treble for 1 1/2 length, with rivets 3/4 in. dia., averaging 2 5/8 ins. from cr. to cr.

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

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked clencher, double or double riveted, treble for 1 1/2 length, with rivets 3/4 in. dia., averaging 2 5/8 ins. from cr. to cr.

Edges of Sheerstrake, double or single riveted. **Butts of Sheerstrake**, treble riveted for 1 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1 1/2 length amidships. **Single or Double Butt Straps to Stringer Plate for** 1 1/2 length.

Butts of Inner Bottom Plating Single riveted for 1 1/2 length. **Butts of Centre Girder** Single riveted.

Breadth of edge laps of Shell Plating in double riveting 4 1/2 in. **Breadth of edge laps of Shell Plating** in single riveting 7 1/2 + 8 in.

Butt Straps of Shell Plating breadth and thickness 16 3/4 x 3/4 in. 11 1/4 x 1/2 in. **Butts, if Lapped, breadth of laps** 7 1/2 + 8 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or 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. James Martin & Co. from Lanarkshire, Steel Co. of Scotland, & Cassett Co.

Iron from Stockton S. Co., & John Hill & Co.

Workmanship. Are the butts of plating placed or otherwise fitted? Planed, where practicable

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, generally

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.
LOWER MASTS...	Fore	<u>Ritch Pine</u>	<u>73.6</u>	✓	✓	✓	✓	✓	✓	✓	✓
	Main	<u>d.</u>	<u>73.0</u>	✓	✓	✓	✓	✓	✓	✓	✓
	Mizon										

Bowsprit ✓

Topmasts, Yards and Remainder of Spars ✓

Rigging, Material and Size, **Shrouds** 3" Galv'd Steel Wire Stays 3 1/4" 3 1/2" Galv'd Steel Wire

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

EQUIPMENT No. 13441 LETTER Z 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.	Cwts.	qrs.				Cwts.	qrs.				
15755	1st Bower ..	<u>16 2 7</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>17</u>	<u>18</u>	<u>1</u>	<u>21</u>	<u>16</u>	<u>3</u>	<u>0</u>	<u>Trotman's</u>	<u>25/8/93</u>	<u>Chas. Machin</u>
15757	2nd ..	<u>16 2 14</u>	<u>4</u>	<u>0</u>	<u>18</u>	<u>17</u>	<u>18</u>	<u>1</u>	<u>21</u>	<u>16</u>	<u>3</u>	<u>0</u>	<u>d.</u>	<u>25/8/93</u>	<u>A.S. Jack Sup't</u>
11141	3rd ..	<u>14 1 0</u>	<u>3</u>	<u>2</u>	<u>7</u>	<u>15</u>	<u>16</u>	<u>3</u>	<u>14</u>	<u>14</u>	<u>1</u>	<u>0</u>	<u>d.</u>	<u>21/9/93</u>	<u>for 3rd lower</u>
15763	Collective weight	<u>47 1 21</u>	<u>11</u>	<u>3</u>	<u>25</u>	<u>47</u>	<u>3</u>	<u>0</u>					<u>d.</u>	<u>29/8/93</u>	<u>Tipton Machin</u>
15762	Stream	<u>5 2 0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>16</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>d.</u>	<u>29/8/93</u>	<u>S.R. Smith Sup't</u>
	Kedge	<u>2 3 0</u>	<u>-</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>d.</u>	<u>29/8/93</u>	<u>for other anchors</u>
	2nd Kedge ..														

CHAIN CABLES.

Number of Certificate.	Fathoms	Size.	Test per Certificate.	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.
5828	105 3	1 1/2	37.000	22 1 2	210-156	d.	26/9/93	A.S. Jack Sup't	HAWSER	90	4 1/2	90-5
	60	3/4	37.000	107 0 1	60-14	3 1/2"						

Order for Special Survey No. 16841
Date 23rd June 1893
Order for Ordinary Survey No.
Date
No. 318 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.

Builder under Special Survey
Date 1st Survey 2nd June 1893
Last 18th Nov. 1893

Total No. of Visits 51

State dates and initials of letters respecting this case 12/5/93 M. 17/5/93 M. 4/9/93 E. 11/11/93 M.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules, and the approved tracings, of which the Sketch of Midships Section is now in the London office. The steel used in the hull is of good quality, and has been tested as prescribed by the Rules. The workmanship is good. The pumps are in efficient working order, and the iron deck has been tested with satisfactory results. The sluice valves and watertight doors are also in efficient working order.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108.7 ft., R.Q.D. or Break 108.7 ft., Bridge Dk. 16.5 ft., Forecastle 20.9 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. Deck joined to Bridge House. 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) 1 OK (Iron). Official No. 102381; Signal Letters G.F.R.

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length 47.8 and water capacity in tons 77. Double bottom, forward, length 45.10 and water capacity in tons 71. Double bottom, under engines and boilers, length and water capacity in tons. If under Engines only, or Boilers only, state which and water capacity in tons. Double bottom, constructed on the cellular system, length. Fore peak tank, water capacity in tons. After peak tank, water capacity in tons 14. Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons. The above have now been tested as required by the Rules. (If necessary, furnish further information by sketch.) How are the surfaces preserved from oxidation? Inside by paint & Portland Cement Outside by paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 20th October 1893. In Summer 1 ft. 6 ins. In Winter 1 ft. 4 1/2 ins. For Winter in North Atlantic 1 ft. 1 1/2 ins. Fresh Water above the centre of disc 3 ins. Steady deck line above To top of Wood, Iron or Steel Upper Deck.

State if marked on Vessel's sides in accordance with Notice 20th October 1893, in letter Yes.

The amount of Entry Fee..... £ 3 : : is received by me, 20.11.1893 8th. Certificate to be sent to Greenock Office. Special ... £ 40 : 18. Travelling Expenses, if any £ : : 100A1 "Steel". I am of opinion this Vessel should be Classed 100A1 "Steel".

Committee's Minute
Character assigned 100A1 Steel
2nd 15th 11.93
Hull Certificate Written.

The collective weight of the brass anchors is slightly less than the weight required by Table 22. In other respects the vessel having been built in accordance with the Rules and the approved plans, appears worthy of the favourable consideration of the Committee to be classed 100A1 (Steel) as recommended.
100A1 (Steel)
1 OK (Iron) "Nick Steel"
W.B. = D.B. (particulars above)