

IRON SHIP.

No. *3573* Survey held at *Aberdeen* Date, First Survey *Jan'y 25* Last Survey *Sept 20* 18*81*
On the *Scottish Wizard* 36. *Iron* Master *G. Scales*

TONNAGE under Tonnage Deck *1044.45*
Ditto of Third, Spar, or Awning Deck *99.34*
Ditto of Poop, or Rm. Dk. *24.00*
Ditto of Houses on Deck *21.00*
Ditto of Forecastle *12.08.49*
Gross Tonnage *1208.49*
Less Crew Space *68.32*
Register Tonnage as cut on Beam *1140.47*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) *17.91*
DEPTH from upper part of Keel to top of Upper Deck Beams *22.10*
GIRTH of Half Midship Frame (as per Rule) *34.83*
1st NUMBER *44.9*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH *215.*
2nd NUMBER *10103.*
PROPORTIONS—Breadths to Length *6.*
Depths to Length—Upper Deck to Keel *9.4*
Main Deck ditto

Built at *Aberdeen*
When built *1881* Launched *Dec 10. 1881*
By whom built *Messrs A. & C. Co.*
Owners *Messrs J. & B. Barclay & Co.*
using at *34, Redonhall, London*
Port belonging to *London*
Destined Voyage *Maryborough*
If Surveyed while Building, Afloat, or in Dry Dock.
Under Special Survey

LENGTH on deck as per Rule *215* BREADTH Moulded *35.82* DEPTH top of Floors to Upper Deck Beams *22.10* Power of Engines *22* Horse. *15* N°. of Decks with flat laid *Two* N°. of Tiers of Beams *Two*

Dimensions of Ship per Register, length, *225.6* breadth, *36.* depth, *20.*

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>
STEM, moulding and thickness	<i>8 x 2 1/2</i>	<i>8 x 2 1/2</i>
STERN-POST for Rudder do. do.	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>
" " for Propeller	<i>23 inches</i>	<i>23 inches</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23 inches</i>	<i>23 inches</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 3/4</i>	<i>5 3/4</i>
Do. for 1/2 at each end	<i>5 3/4</i>	<i>5 3/4</i>
REVERSED FRAMES, Angle Iron	<i>3 3/4</i>	<i>3 3/4</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>2 1/2</i>	<i>2 1/2</i>
" thickness at the ends of vessel	<i>7/16</i>	<i>7/16</i>
" depth at 1/2 the half-bdth. as per Rule	<i>12 1/4</i>	<i>11 3/4</i>
" height extended at the Bilges	<i>4 1/2 inches</i>	<i>4 1/2 inches</i>
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>	<i>8 1/2</i>
Single or double Angle Iron on Upper edge	<i>3 1/2</i>	<i>3 1/2</i>
Average space	<i>5.10</i>	<i>5.10</i>
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>	<i>8 1/2</i>
Single or double Angle Iron on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>
Average space	<i>5.10</i>	<i>5.10</i>
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	<i>8 1/2</i>	<i>8 1/2</i>
Single or double Angle Iron on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>
Average space	<i>5.10</i>	<i>5.10</i>
KEELSONS Centre line, single or double plate, box or intercostal Plates	<i>10 1/2</i>	<i>10 1/2</i>
" Rider Plate	<i>10 1/2</i>	<i>10 1/2</i>
" Bulb Plate to intercostal Keelson	<i>5 3/4</i>	<i>5 3/4</i>
" Angle Irons	<i>5 3/4</i>	<i>5 3/4</i>
" Double Angle Iron Side Keelson	<i>5 3/4</i>	<i>5 3/4</i>
" Side intercostal Plate	<i>5 3/4</i>	<i>5 3/4</i>
" do. Angle Irons	<i>5 3/4</i>	<i>5 3/4</i>
" Attached to outside plating with angle iron	<i>5 3/4</i>	<i>5 3/4</i>
BILGE Angle Irons	<i>5 1/2</i>	<i>5 1/2</i>
" do. Bulb Iron	<i>5 1/2</i>	<i>5 1/2</i>
" do. Intercostal plates riveted to plating for length	<i>5 1/2</i>	<i>5 1/2</i>
BILGE STRINGER Angle Irons	<i>5 1/2</i>	<i>5 1/2</i>
Intercostal plates riveted to plating for length	<i>5 1/2</i>	<i>5 1/2</i>
SIDE STRINGER Angle Irons	<i>5 1/2</i>	<i>5 1/2</i>
Transoms, material. Knight-heads. Hawse Timbers.	<i>plates & frames</i>	
Windlass <i>Emmerson Walker</i> Pall Bitt		

Flat Keel Plates, breadth and thickness *39 11/16*
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges *9 10/16*
" of doubling at Bilge, or increased thickness, and length applied *9 10/16*
" fm up. part of Bilge to l. edge of Sh'rstrake. *9 10/16*
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. *39 12/16*
" Up. or Spar Dk Sh'rstrake, brdth & thickness *39 12/16*
Butt Straps to outside plating, breadth & thickness *5 1/2 x 1 1/2*
Lengths of Plating *5 frame ship*
Shifts of Plating, and Stringers *2 frame ship*
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness *3 5/16 x 10/16*
Angle Iron on ditto *5 1/2 x 1 1/2*
Tie Plates fore and aft, outside Hatchways *12 9/16*
Diagonal Tie Plates on Beams No. of Pairs *4 12 10/16*
Planksheer material and scantling *2 1/2 x 1 1/2*
Waterways do. do. *4 1/2*
Flat of Upper Deck do. do. *4 1/2*
How fastened to Beams *9 1/2*
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *31 9/16*
Is the Stringer Plate attached to the outside plating? *Yes*
Angle Irons on ditto, No. *4 1/2 x 9/16*
Tie Plates, outside Hatchways *12 9/16*
Diagonal Tie Plates on Beams, No. of pairs *2 12 9/16*
Waterways materials and scantlings *3 1/2*
Flat of Middle Deck do. do. *4 1/2*
How fastened to Beams *9 1/2*
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *31 9/16*
Is the Stringer Plate attached to the outside plating? *Yes*
Angle Irons on ditto, No. *4 1/2 x 9/16*
Stringer or Tie Plates, outside Hatchways *12 9/16*
Flat of Lower Deck *4 1/2*
Ceiling betwixt Decks, thickness and material *2 1/2*
" in hold do. do. *2 1/2*
Main piece of Rudder, diameter at head *5 1/2*
do. at heel *3*
Can the Rudder be unshipped afloat? *Yes*
Bulkheads No. *One* Thickness of *9 1/16*
" Height up *to main deck*
" How secured to sides of ship *between two frames*
" Size of Vertical Angle Irons *3 1/2 x 7/16* and distance apart *30 ins.*
" Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above hold beam stringer* and to *gunwale* alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

PLATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5* 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 1/4* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* ins. from centre to centre.
" Butts of *Main* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1 1/8* thicker than the plates they connect.
" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 1/4* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
" Breadth of laps of plating in double riveting *5 1/2 x 5 1/4* Breadth of laps of plating in single riveting *3 1/2* bulwarks
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double and treble riveted*

Waterway, how secured to Beams *fuller Waterway* (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? *Milded arms welded to the frames* No. of Breasthooks, *four* Crutches, *four*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Wrought iron, plates*
Manufacturer's name or trade mark, *Jarvis & Co.*

The above is a correct description.
Builder's Signature, *A. Hall* Surveyor's Signature, *J. H. Pettit*
Surveyor to Lloyd's Register of British and Foreign Shipping.

ABN7-0259

Workmanship. Are the butts of plating planed or otherwise fitted? *all*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs 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? *a few in corners of butts*

Masts, Bowsprit, Yards, &c., are *Iron & Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *The Masts fore and main are formed of 3 plates of 9/16 inch double clincher, butt straps 1/8 thicker than plates, double and treble riveted. Length of Masts 83 feet 8 inches. Fore Mast 2 1/2 inch heads 22 1/2 inch. Main Mast 3 1/2 inch heads 22 1/2 inch. Doubled at deck with 9 plates. Bowsprit formed of 3 plates of 9/16 inch thick. Tested by J. Lewis Robertson on 25th July 1881. Tested by J. Lewis Robertson on 15th July 1881.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N ^o .	Chain	240	1 1/4	35.2.20	240 ft	5 1/2	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
a	Fore Sails,			48.2.20	7 1/4	1 1/2						
	Fore Top Sails,	45	15/16	15.10.00	45 ft 10 in	15 3/20						
	Fore Topmast Stay Sails,			23.10.00	23 ft 10 in	23 1/10						
	Hmpn Strm Cbl						Stream					
	Hawser	90	10 1/2		90-10 1/2							
	Towlines	90	9		90-9		Kedge					
	Warp	90	5 1/2		90-5 1/2		Ditto					
	quality	good										

Standing and Running Rigging *Good* sufficient in size and *good* in quality. She has *2* Long Boats and *2* small boats. The Windlass is *Good* Capstan *good* and Rudder *good* Pumps *2* 1/2 inch 5 ft diameter.

Engine Room Skylights. How constructed? *How secured in ordinary weather?*

Coal Bunker Openings. How constructed? *How are lids secured?* Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *four scuppers and four discharge ports on each side*

Cargo Hatchways. How formed? *Iron Cambrage and headleagu riveted 1/2 inch plates*

State size Main Hatch *15.4 x 11.0* Forehatch *8.0 x 6.0* Quarterhatch *8.0 x 5.0*

If of extraordinary size, state how framed and secured? *Medium size*

What arrangement for shifting beams? *One shifting beam in main hatch*

Hatches, If strong and efficient? *Yes* *Sole*

Order for Special Survey No. <i>538</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>Built under Special Survey on 25th July 1881</i>
Date <i>July 25 1881</i>		2nd. On the plating during the process of riveting	<i>2. 4. 5. 7. 8. 10. 11. 14. 16. 18. 20. 22. 24. 26. 28. 30. 32. 34. 36. 38. 40. 42. 44. 46. 48. 50. 52. 54. 56. 58. 60. 62. 64. 66. 68. 70. 72. 74. 76. 78. 80. 82. 84. 86. 88. 90. 92. 94. 96. 98. 100. 102. 104. 106. 108. 110. 112. 114. 116. 118. 120. 122. 124. 126. 128. 130. 132. 134. 136. 138. 140. 142. 144. 146. 148. 150. 152. 154. 156. 158. 160. 162. 164. 166. 168. 170. 172. 174. 176. 178. 180. 182. 184. 186. 188. 190. 192. 194. 196. 198. 200. 202. 204. 206. 208. 210. 212. 214. 216. 218. 220. 222. 224. 226. 228. 230. 232. 234. 236. 238. 240. 242. 244. 246. 248. 250. 252. 254. 256. 258. 260. 262. 264. 266. 268. 270. 272. 274. 276. 278. 280. 282. 284. 286. 288. 290. 292. 294. 296. 298. 300. 302. 304. 306. 308. 310. 312. 314. 316. 318. 320. 322. 324. 326. 328. 330. 332. 334. 336. 338. 340. 342. 344. 346. 348. 350. 352. 354. 356. 358. 360. 362. 364. 366. 368. 370. 372. 374. 376. 378. 380. 382. 384. 386. 388. 390. 392. 394. 396. 398. 400. 402. 404. 406. 408. 410. 412. 414. 416. 418. 420. 422. 424. 426. 428. 430. 432. 434. 436. 438. 440. 442. 444. 446. 448. 450. 452. 454. 456. 458. 460. 462. 464. 466. 468. 470. 472. 474. 476. 478. 480. 482. 484. 486. 488. 490. 492. 494. 496. 498. 500. 502. 504. 506. 508. 510. 512. 514. 516. 518. 520. 522. 524. 526. 528. 530. 532. 534. 536. 538. 540. 542. 544. 546. 548. 550. 552. 554. 556. 558. 560. 562. 564. 566. 568. 570. 572. 574. 576. 578. 580. 582. 584. 586. 588. 590. 592. 594. 596. 598. 600. 602. 604. 606. 608. 610. 612. 614. 616. 618. 620. 622. 624. 626. 628. 630. 632. 634. 636. 638. 640. 642. 644. 646. 648. 650. 652. 654. 656. 658. 660. 662. 664. 666. 668. 670. 672. 674. 676. 678. 680. 682. 684. 686. 688. 690. 692. 694. 696. 698. 700. 702. 704. 706. 708. 710. 712. 714. 716. 718. 720. 722. 724. 726. 728. 730. 732. 734. 736. 738. 740. 742. 744. 746. 748. 750. 752. 754. 756. 758. 760. 762. 764. 766. 768. 770. 772. 774. 776. 778. 780. 782. 784. 786. 788. 790. 792. 794. 796. 798. 800. 802. 804. 806. 808. 810. 812. 814. 816. 818. 820. 822. 824. 826. 828. 830. 832. 834. 836. 838. 840. 842. 844. 846. 848. 850. 852. 854. 856. 858. 860. 862. 864. 866. 868. 870. 872. 874. 876. 878. 880. 882. 884. 886. 888. 890. 892. 894. 896. 898. 900. 902. 904. 906. 908. 910. 912. 914. 916. 918. 920. 922. 924. 926. 928. 930. 932. 934. 936. 938. 940. 942. 944. 946. 948. 950. 952. 954. 956. 958. 960. 962. 964. 966. 968. 970. 972. 974. 976. 978. 980. 982. 984. 986. 988. 990. 992. 994. 996. 998. 1000.</i>
Order for Ordinary Survey No. <i>539</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>6. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.</i>
Date <i>Aug 25 1881</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503</i>