

(Received at London Office, Rec'd 24th MAR, 1884)

On the "Highlands" from New York

Master *J. H. Holman*
Built at *Aberdeen*
When built *1884* Launched *Jan. 31, 1884*
By whom built *Messrs. A. Haer. &*
Owners *Messrs. Hardy, Wilson, &*
Residence *West. Harlepool*
Port belonging to *West Harlepool*
Destined Voyage *Baltic*
If Surveyed while Building, Afloat, or in Dry Dock.
under special Survey

Engine Room 390.83
Register Tonnage }
as cut on Beam } 494.48

Length	229.
2nd Number	4802.
Proportions— Breadths to Length.	4.
<i>Depths to Length—Upper Deck to Keel.</i>	12.8
<i>Main Deck ditto</i>	

LENGTH		Feet.	Inches.	BREADTH—		Feet.	Inches.	DEPTH top of Floors to Upper		Feet.	Inches.	Power of		Horse.	No. of Decks with flat laid		No. of Tiers of Beams		Feet.	Inches.
on deck as		229		Moulded...		32	9	Deck Beams		10	2	Engines ...		720	One		Two			
per Rule ...								Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 230 breadth, 33'1 depth, 16'2 DEPTH Moulded at side 14 feet																				
KEEL, depth and thickness		Inches in Ship.			Inches per Rule.			Flat Keel Plates, breadth and thickness												
STEM, moulding and thickness...		8 1/2 x 2 1/8			8 1/2 x 2 1/8			PLATES in Garboard Strakes, br'dth & thickness												
STERN-POST for Rudder do. do.		4 1/2 x 2 1/8			4 1/2 x 2 1/8			From Garboard to upper part of Bilges...												
" " for Propeller		4 1/2 x 4 1/4			4 1/2 x 4 1/4			Of d'bling at Bilge, or increased thickness,												
Distance of Frames from moulding edge to		4 1/2 x 4 1/4			4 1/2 x 4 1/4			and length applied 12 length												
moulding edge, all fore and aft		2 3 inches			2 3 inches			From up. prt of Bilge to lr. edge of Sh'rstrake...												
								Main Sheerstrake, breadth and thickness												
								Of d'bling at Sh'stk. & Ing. applied												
								From M'n. to Up. or Spar Dk. Sh'rstrake...												
								Up. or Spar Dk Sh'rstrake, br'dth & thiek'n'ss.												
								Butt Straps to outside plating, breadth & thickness												
								Lengths of Plating												
								Shifts of Plating, and Stringers												
								Gunwale Plate on ends of Awning, Spar, or												
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The **FRAMES** extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 12 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *across* middle line to *above hold beam* 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 $1\frac{1}{8}$ in. diameter, averaging $1\frac{1}{2}$ ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $2\frac{1}{2}$ ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $7\frac{1}{2}$ ins. from centre to centre.

" Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted, with rivets $3 \frac{1}{2}$ in. diameter, averaging 3 5/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted, with 1 1/2" diameter, averaging 12 in. from cr. to cr. and
Upper Sheerstrake, double or single riveted.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Batts of Main Sheerstrake treble riveted for $\frac{1}{2}$ length amidships. Batts of Upper or Spar Sheerstrake, treble riveted $\frac{1}{2}$ length amidships.

Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for $\frac{1}{2}$ length.

Breadth of laps of plating in double riveting $5\frac{1}{2}$ Breadth of laps of plating in single riveting $8\frac{1}{2}$

Bottom Strong of Keelsons, Stringer and Tie Plates, *and* treble, double or single Riveted? No. of Breasthooks, *4* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

[illegible]

Manufacturer's name or trade mark, *W. Hall & Co.*

The above is a correct description.

Builder's Signature: *A. J. [illegible]* Surveyor's Signature: *[illegible]*

Builder's Signature, _____ Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Workmanship. Are the butts of plating planed or otherwise fitted? *all planed* 3509 DBN
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 *Black Respinin* *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 *Length of fore Mast deck to thorn 39 feet 6 in at deck 19 1/2 inches, ditto ditto of Main Mast 42 feet 6 in at Deck 19 1/2 inches*

Entered by D. J. Lewis at Southampton 8 Nov 1883. Surveyed by D. J. Lewis 22 24 31 Oct 8 Nov 1883.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight.	Test per Certificate	Wt req'd per Rule.	Machine where Tested & Suprntd.
SAILES.		CABLES, &c.					Bower Anchors		3	2 1/2 5	22 1/2 3 1/4	21 1/2 0
N ^o .	Chain	240	1 1/2	40.10.00	240 1/2	41 3/4	Stream Anchor		1	2 1/2 3	9 15 3 21	4 1 0
Fore Sails,	Iron Stream Chain	75	1 3/4	13 10 20	75 15/16	23 3/4	Kedge		1	3 1/4 14	5 15 3 0	3 2 0
Fore Top Sails,	or Steel Wire	90	8	23 16 20	90 - 10	23 3/4	2nd Kedge		1	1 3/4 16	4 10 0 0	1 3 0
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	8									
Main Sails,	Towline, Hemp.	90	3 1/4	22 10 00	90 - 3 1/4	22 10 00						
Main Top Sails,	or Steel Wire	90	5		90 - 5							
and	Hawser	150	4		90 5/8							
	Warp											
	quality											
Standing and Running Rigging <i>gal wire & hemp</i> sufficient in size and <i>good</i> in quality. She has <i>2 2 1/2</i> Long Boat and <i>2</i> Dingies <i>10 ft</i> long												
The Windlass is <i>Commissan Walker</i> Capstan and Rudder <i>good</i> Pumps <i>5 in 3 efficient</i>												
Engine Room Skylights.—How constructed? <i>Iron</i> How secured in ordinary weather? <i>secured by crammings</i>												
What arrangements for deadlights in bad weather? <i>glass bures in top of skylights</i>												
Coal Bunker Openings.—How constructed? <i>iron crammings</i> How are lids secured? <i>blacked with a bar</i> Height above deck? <i>18 inches</i>												
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? <i>five scuppers, and five discharge ports on each side</i>												
Cargo Hatchways.—How formed? <i>iron crammings riveted to beams and iron deck</i>												
State size Main Hatch <i>19.2 x 12 feet</i> Forehatch <i>11.6 x 12 feet</i> Quarterhatches <i>11.3 x 12 and 15.4 x 12 feet</i>												
If of extraordinary size, state how framed and secured? <i>Medium size</i>												
What arrangement for shifting beams? <i>strong shifting beam in fore hatch, strong deep web plate in the</i>												
Hatches, If strong and efficient? <i>yes</i>												

Order for Special Survey No. *508* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under special survey and survey*
Date *2 Feb 1883* 2nd. On the plating during the process of riveting *follows May 25 26 28 29 31 June 2 5 8 9 12 13 15 16 19 21 22 25 28 30*
Order for Ordinary Survey No. *100* 3rd. When the beams were in and fastened, and before the decks were laid... *July 5 9 11 14 15 18 23 28 Aug 5 9 11 14 15 20 24 28 31 Sept 1 4 7 12 14 15 18 21 22 25 28*
Date *1 Oct 1883* 4th. When the ship was complete, and before the plating was finally coated or cemented... *Oct 5 12 15 16 18 19 23 24 26 29 30 31 Nov 2 3 5 7 9 11 14 15 19 22 24 26 Dec 3 7 10 12 14 15 18 19 22 24 26 Jan 3 7 10 12 14 15 18 19 22 24 26 Feb 3 7 10 12 14 15 18 19 22 24 26 Mar 3 7 10 12 14 15 18 19 22 24 26 Apr 3 7 10 12 14 15 18 19 22 24 26 May 3 7 10 12 14 15 18 19 22 24 26 Jun 3 7 10 12 14 15 18 19 22 24 26 Jul 3 7 10 12 14 15 18 19 22 24 26 Aug 3 7 10 12 14 15 18 19 22 24 26 Sep 3 7 10 12 14 15 18 19 22 24 26 Oct 3 7 10 12 14 15 18 19 22 24 26 Nov 3 7 10 12 14 15 18 19 22 24 26 Dec 3 7 10 12 14 15 18 19 22 24 26 Jan 3 7 10 12 14 15 18 19 22 24 26 Feb 3 7 10 12 14 15 18 19 22 24 26 Mar 3 7 10 12 14 15 18 19 22 24 26 Apr 3 7 10 12 14 15 18 19 22 24 26 May 3 7 10 12 14 15 18 19 22 24 26 Jun 3 7 10 12 14 15 18 19 22 24 26 Jul 3 7 10 12 14 15 18 19 22 24 26 Aug 3 7 10 12 14 15 18 19 22 24 26 Sep 3 7 10 12 14 15 18 19 22 24 26 Oct 3 7 10 12 14 15 18 19 22 24 26 Nov 3 7 10 12 14 15 18 19 22 24 26 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