

for 2 Dks., R. Q. Dk.,
and Pt. Aving Dk.

IRON OR STEEL STEAMER.

SAT. 24 AUG 1895
Received at London Office.

State if Report is also sent on the Machinery of the Vessel. *Yes.*

Date of completion of Report *22nd August 1895.* Port of *Dundee*

Date, First Survey *18th Feb.*

Last Survey *19th August 1895*

Rig *Schooner - 2 masts*

Master *Tom Slater*

Year of appointment *42*
(1) As master in service of
owner of present vessel - 18
(2) As master of this
vessel - 1895

No. *6115* Survey held at *Dundee*
On the *Sardinia*
TONNAGE under
Tonnage Deck... *865.26*
Do. of Poop *51.22*
Do. of Raised Qu. *131.44*
Do. of Forecastle *27.18*
Do. of Houses on Deck *6.22*
Do. of excess of Hatchways *13.59*
Do. above Crown of *23.48*
Engine Room... *1118.39*
Gross Tonnage *1118.39*
Less Crew Space *71.53*
Less above Crown of *23.48*
Engine Room... *1023.38*
TONNAGE FOR FEES... *1023.38*
Less Engine Room *451.15*
Less Navigation Spaces *20.54*
Register Tonnage *575.17*
as cut on Beam ..

ONE OR TWO DECKED VESSEL.

CLASS *100 A*

FEET.

Half Breadth (moulded) *16.00*
Depth from upper part of Keel to top of Main Deck Bms. *17.97*
Girth of Half Midship Frame (as per Rule) *30.90*
1st Number *64.87*
Length *228.7*
2nd Number *14835*
Proportions—Breadths to Length *7.14*
Depths to Length—Main Deck to top of Keel... *12.72*

Built at *Dundee*
When built *1895* Launched *19th July*
By whom built *Gowlay Bros. & Co.*
Owners *Keith, Hull & Hamburg Ste. Packet Co.*
Managers *James Currie & Co.*
(Where necessary to be entered in Reg. Book.)
Residence *Keith & Glasgow.*
Port belonging to *Keith.*

Destined Voyage *Hamburg* + Surveyed while Building, *Afloat, or in Dry Dock*

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
228	8 1/2	32	-	15	1 1/2	170	170	Two	Two
Dimensions of Ship per Register, Length, 230.0 breadth, 32.2 depth, 15.05. Moulded Depth, ft. 17 ins. 4. Round of Beam 7 3/4 inches.									
FRAMING.					FORGINGS AND CASTINGS.				
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PLATING.										RIVETING.										
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.	Lower EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.			AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.		Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick- ness.	Breadth.	For what Length.
	Inches.	20ths 10ths	20ths 10ths	20ths 10ths	Inches.	20ths 10ths		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	20ths 10ths	Inches.	20ths 10ths	Inches.	Feet.	
FLAT PLATE KEEL	35	16	13	13	35	16														
(Flat plate keel and garboard of a strake) GARBOARD OF A Strake	35	11	10	10	35	11	Double	6	1	3 5/8	" 1/2 Length	3 5/8						10 1/2	Whole	
State actual Thickness in way of Double Bottom.	B	53	9	8	53	9	"	5 1/2	3/4	3 5/8	" "	3 5/8						9	"	
C	45	10	8	8	45	10	"	4 1/2	3/4	2 3/4	" "	2 3/4						7 1/2	"	
D	53	10	8	8	53	10	"	5 1/2	3/4	3 3/4	" "	3 3/4						9	"	
E	44	11	8	8	44	11	"	"	"	"	" "	"						9	"	
F	51	9	8	8	51	9	"	"	3/4	2 3/4	" "	3/4	25/8					7 1/2	"	
G	44	10	8	8	44	10	"	4 1/2	3/4	2 3/4	" "	3/4	3/8					9	"	
H	53	10	8	8	53	10	"	5 1/2	3/4	3 3/4	" "	"	"					9	"	
J	38	13	4	4	38	13	"	"	"	"	" 1/2	"	"					9	"	
K																				
L																				
M																				
N																				
O																				
P																				
DOUBLING OF Flat Plate Keel ✓																				
Length and thickness { of Bilges	18 ft. at each end of Bridge.																			
{ of Sheerstrake																				
{ of Strake below																				
POOP SIDES				6		6	Single	3	3/4	2 3/4	2 3/4	Double 5/8	2 3/4					4 1/2	Whole	
RAISED QUARTER DECK SIDES ✓		6				6	"	3	✓	"	"	"	"					"	"	
BRIDGE SIDES		6				6	"	3	✓	"	"	"	"					"	"	
FORECASTLE SIDES			6			6	"	3	✓	"	"	"	"					"	"	
LENGTHS OF PLATING.....	9 frame spaces.																			

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. Halliday, Stockton N. B. Co.
Consolidated, Dorman, Long & Co.,
and Dalgell.
Siemens process.

Main Stringer Plate (Butts, treble riveted for half length amidship. Straps, single, double or overlapped for whole length amidship.)
 Butts of Bilge & Side Stringers, and Tie Plates, treble double riveted?
 Inner Bottom Plating, riveting of Edges. Single riveted. Butts Double riveted.
 Centre Girder Butts, Double riveted. Keelson Butts, Double riveted.
 Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/2 apart.
 Rivets, state whether of Iron or Steel Iron.

FRAMES extend in one length from middle line to tank side thence to upper deck.
 REVERSED FRAMES on floors and frames extend from tank side to top of lower deck stringer angle and upper deck alternately.

MASTS, SPARS, &c.									
LOWER MASTS.....	Fore	Main	Mizen	Material.			Total length.		
				At Partners.	Heel.	Head.	No. of Plates in round.	Angles.	Riveting.
				18 1/2	14 1/2	13 1/2	2	Single	Double below, treble above, partners.
				66-7	16 1/2	"	2	"	"
Bowsprit									
Topmasts, <u>Remainder of Spars</u>									
Rigging, Material and Size, Shrouds									
Sails.									

EQUIPMENT No. 15731 LETTER A TONNAGE FOR TRAWLERS U.Dk.
 ANCHORS.

Number of Certificate.	Anchors.	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.			
36452	1st Bower	21	2	5	1	-	-	22	3	3	-	-	-	Rodgers	12-6-95.	
36454	2nd "	21	2	17	5	-	-	22	3	3	-	-	-	"	13-6-95.	
36451	3rd "	18	3	2	4	1	26	19	15	1	7	18	-	"	12-6-95.	
	Collective weight	62	-	16	-	-	-	60	-	-	-	-	-	"	12-6-95.	
36507	Stream	7	-	19	1	3	12	9	9	1	14	7	1	"	24-6-95.	
36506	Kedge	3	2	10	-	3	24	6	-	3	21	3	2	"	24-6-95.	
	2nd Kedge													"		

CHAIN CABLES.										HAWSEERS AND WARPS.						
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.		
				Supplied.	Per Rule.											
24471	105 1/2	1 1/2	587	405	122	3	12	210	1 1/2	12-6-95.	TOWLINE	90	4 1/2	39	40	3 1/2
24477	105 1/2	-	-	-	122	2	0	"	"	12-6-95.	HAWSEER	80	8	8	40	8
				245	1	10		Hoson. (Am.)	H. Green.	WARPS	40	8	5 1/2	40	8	5 1/2
Iron Stream Chain	75 1/2	1 1/2	237	158	35	1	19	33	3	11	75	5 1/2	-	-	-	-

Boats Two life boats.
 Pumps, Number 2 hand in each hold 4 in each peak Diameter of Barrel and Tail Pipe 1 1/2 in holds 1 1/2 in peaks 1 1/2 in
 Windlass is Emerson, Walker & Thompson Bro. Capstan "
 Engine Room Skylights.—How constructed? Seak on trunk bulkheads.
 What arrangements for deadlights in bad weather? Bulls eyes in teak shutters.
 Coal Bunker Openings.—How constructed? Iron coverings How are lids secured? By hatch bars. Height above deck? 10".
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side 4 scuppers, and 7 ports 30" x 18".
 Ceiling in Holds, thickness and material 2 1/2" p. iron. Ceiling 'tween Decks, thickness and material 2 1/2" x 3/4" cop. iron.
 Cargo Hatchways.—How formed? Of plates and angles. Hatches.—If strong and efficient? Solid 2 1/2"
 State size No. 1 Hatch (Forward) 19-2-10-3-30 No. 2 Hatch 19-2-10-3-30 No. 3 Hatch 30-8-10-3-30 No. 4 Hatch "
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch In 1-1-4-2, one web plate and 3 fore & afters.
In 1-1-3, two web plates and 3 fore & afters. No. of Breasthooks 6 No. of Crutches 34 Dup. floors "
 Bulwarks, height above deck and description 4-0. Steel plating 5/16" Main Rail, material and size Patent section 7-3"
 The above is a correct description
 Builder's Signature Gawley Brothers Surveyor's Signature Jo. Thomson
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).
38 24th Jan.; 1st Feb., 7th 4 13th May, and 6th June, 1895. M. 24th May, 1895. E.

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? A few.
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good.
This vessel is built in accordance with midship section forwarded to London on the 14th August, 1895, the accompanying tracings (5 in. 1/2), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.
The hand pumps and watertight door worked and found efficient.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27 ft., R.Q.D. or Break — ft., Bridge Dk. 55 1/2 ft., F'castle 28 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) 2 Dks. (steel), 2 tiers of Beams.
 Official No. —; Signal Letters —
 How are the surfaces preserved from oxidation? Inside By cement and paint. Outside By paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes. 186 ft. 228 tons.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	51 1/2	43	Fore peak tank,	14	27
Double bottom, forward,	94	119	After peak tank,	7	18
Double bottom, under Engines and Boilers,	40 1/2	60	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No. 588
 Date 29th Jan. 1895
 Order for Ordinary Survey No. —
 Date —
 No. 163 in builder's yard
 1st. On the several parts of the frame, when in place, and before the plating was wrought 1895:—Feb. 18, 27. Mar. 4, 7, 13, 16, 19, 22, 26. April 1, 4, 9, 12, 16, 19, 23, 26, 30. May 3, 8, 10, 15, 20, 22, 25.
 2nd. On the plating during the process of riveting 1, 4, 9, 12, 16, 19, 23, 26, 30. May 3, 8, 10, 15, 20, 22, 25.
 3rd. When the beams were in and fastened 29, 31. June 4, 7, 11, 13, 15, 20, 24, 25, 28. July 2, 4, 9, 12, 15.
 4th. When the ship was complete, and before the plating was finally coated or cemented 18, 26. Aug. 2, 6, 9, 13, 16, 19.
 5th. After the ship was launched and equipped
 Total No. of Visits 49

The amount of Entry Fee £ 4 - - - Fees applied for, 22nd Aug. 1895
 Special £ 50 - 11 - 6
 Certificate £ - - -
 Travelling Expenses, if any £ - - -
 I am of opinion this Vessel should be Classed 100 A 1
 With, or without Freeboard, as condition of Class —
 Surveyor to Lloyd's Register of British and Foreign Shipping. Jo. Thomson

Committee's Minute TUES. 27 AUG 1895
 Character assigned Larcp 100 A 1 Steel + 2 mcs 8, 95 20hp (wslr)
 Col. Wk.
 Lloyd's Register Foundation
 DUN123-0318(2/2)