

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 16720

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

Port of Glasgow

Date of completion of Report 25th January 1899 Received at London Office

FRI 27 JAN 1899

Survey held at Glasgow

Date, First Survey 21st February 1898Last Survey 15th January 1899

On the Steel S.S. "MORAVIAN"

Rig Schooner

TONNAGE under Tonnage Deck... 2765.93

Do. between Tonnage Dk. and 2nd Dk. Spar or Awning Dk. 1121.40

Total under Upper Dk. 3887.33

Do. of Poop 181.06

Do. of Bridge House 237.02

Do. of Forecasts 17.12

Do. of Houses on Deck 242.51

Do. of excess of Hatchways 4.45

Do. above Crown of Engine Room 7.45

Gross Tonnage 4542.48

Less Crew Space 161.84

Less above Crown of Engine Room 7.45

TONNAGE FOR FEES... 4403.19

Less Engine Room 1463.20

Less Navigation Spaces 45.08

Above crown of Engine Room 7.76

Register Tonnage 2902.57

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS 100A1, "Steel" Spar Deck.

Half Breadth (moulded) 23-40

Depth from upper part of keel to top of Main Deck Beams 25-35

Girth of Half Midship Frame (as per Rule) 43-92

1st Number 92-64

Length 347-42

2nd Number 34975

Proportions—Breadths to Length 8-06

Depths to Length—Main Deck to top of Keel 14-88

Destined Voyage London

Master A. Simpson

Year of Appointment (1) As Master in service of owner of present vessel:—1881 (2) As Master of this vessel:—1899

Built at Glasgow

When built 1899 Launched 30th Sept. 1898

By whom built R. Napier & Sons.

Owners George Thompson & Co.

Managers

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

Residence Aberdeen

Port belonging to Aberdeen

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

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar or Awning Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
377	5		46	9	2	29-55 Spar or Awning Dk. 21-50 Main Deck.	29	7	21	7	3	3

Dimensions of Ship per Register, Length 390-4 breadth 47-0 depth 29-55 Spar or Awning Dk. 21-50 Main Deck. Moulded depth, ft. 24 ins. 4 To Main Dk. Round up of Beam, Main Dk. 10 1/2 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or Bars, for 1/2 length amidships	5 1/2	3 1/2	9	5 1/2	3 1/2	KEEL, Bar or Side Plates, depth and thickness	10 x 1 1/4	10 x 1 1/4	10 x 1 1/4	10 x 1 1/4	10 x 1 1/4	10 x 1 1/4
Do. for 1/2 at each end	5 1/2	3 1/2	9	5 1/2	3 1/2	STEM, moulding and thickness	11 x 3	11 x 3	11 x 3	11 x 3	11 x 3	11 x 3
Do. in way of Double Bottoms at Solid Floors	5 1/2	3 1/2	9	5 1/2	3 1/2	STERN-POST for Rudder do. do.	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2	11 x 7 1/2
Distance of Frames from moulding edge to 1/2 moulding edge, all fore and aft	24		24			" " for Propeller	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
REVERSED FRAME, Angles	4	3 1/2	9	4	3 1/2	MAIN PIECE of Rudder, diameter at head	8	8	8	8	8	8
DEEP FRAMING, depth of girder	28		28			do. at heel	8	8	8	8	8	8
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	15		14			RUDDER, how constructed	Single plate, Main piece turned iron					
" in way of Engines and Boilers	56		56			Can the Rudder be unshipped afloat?	Yes					
" thickness at the ends of vessel	15		14									
" depth at 1/2 the half-bdth. as per Rule	56		56			KEELSONS AND STRINGERS.						
" height extended at the Bilges	44	10	44	10	9	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	18	14	18	14	18	14
FLOORS & BRACKETS, in Cell Dble Bottoms	44	10	44	10	9	" Rider Plate	14	14	14	14	14	14
Distance apart	24		24			" Bulb Plate to Intercoastal Keelson	9	9	9	9	9	9
CENTRE GIRDER, in Double bottom, depth and thickness	44	10	44	10	9	" Horizontal Plates on Floors	6 1/2	4 1/2	10	6 1/2	4 1/2	10
" Angles, Top	4	4	9	4	9	" Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10
" Bottom	4	4	9	4	9	SIDE KEELSONS Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10
SIDE GIRDERS, number and thickness	1	9	8	1	9	" Bulb or Plate above floors, for 1/2 length	3 1/2	3 1/2	10	3 1/2	3 1/2	10
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	" Intercoastal Plate, for 1/2 length	3 1/2	3 1/2	10	3 1/2	3 1/2	10
MARGIN PLATE, depth (exclusive of flange) and thickness	30		30			" Attached to outside plating with Angle	3 1/2	3 1/2	10	3 1/2	3 1/2	10
" Angles	4	4	9	4	9	BILGE KEELSON, Angles	6 1/2	4 1/2	10	6 1/2	4 1/2	10
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	10	36	10	9	" Bulb or Plate above floors, for 1/2 length	3 1/2	3 1/2	10	3 1/2	3 1/2	10
" thickness in Engine and Boiler space	36	10	36	10	9	" Intercoastal Plate, for 1/2 length	3 1/2	3 1/2	10	3 1/2	3 1/2	10
Remainder in Hold	36	10	36	10	9	" Attached to outside plating with Angle	3 1/2	3 1/2	10	3 1/2	3 1/2	10
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	10	9	5 1/2	SIDE STRINGER Angles	10	3 1/2	15	10	3 1/2	15
" Angles on upper edge						" Bulb or Intercoastal Plate, for 1/2 length	15 1/2	10	15 1/2	10	15 1/2	10
" Average space	48		48			" Attached to outside plating with Angle	3 1/2	3 1/2	10	3 1/2	3 1/2	10
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	6	10	11	6	Spar, or Awning Deck Stringer Plates, breadth and thickness	57	11	57	11	57	11
" Angles on upper edge						" Angle on ditto	4 x 4	9	4 x 4	9	4 x 4	9
" Average space	48		48			" Tie Plates, fore and aft, outside Hatchways	Deck plating increased in thickness in way of large openings					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	6	11	11	6	" Diagonal Tie Plates, No. of prs.	Deck * Iron or Steel, for full length					
" Angles on upper edge						" Wood Deck, Material & thickness	4 Pine Deck 3 1/2					
" Average space	48		48			Main Deck Stringer Plate, breadth & thickness	57	10	57	10	57	10
BEAMS, Hold, or Orlop, Plate or Tee Bulb						" Angles on ditto, No. 2	4 x 4	9	4 x 4	9	4 x 4	9
" Angles on upper edge						" Tie Plates, outside Hatchways	Deck plating increased in thickness in way of large openings					
" Average space	48		48			" Diagonal Tie Plates, No. of prs.	Deck * Material and thickness	Iron 9/16				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	5	8	7	5	Lower Deck Stringer Plates, br'dth & thckn's	47	9	47	9	47	9
" Angles on upper edge						" Angles on ditto, No. 2	4 x 4	9	4 x 4	9	4 x 4	9
" Average space	48		48			" Tie Plates, outside Hatchways	Deck plating increased in thickness in way of large openings					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	5	8	7	5	" Deck, Material and thickness	Iron 9/16					
" Angles on upper edge						Hold, or Orlop Stringer Plate, br'dth & thckn's						
" Average space	48		48			" Angles on ditto, No.						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	5	9	8	5	" Tie Plates, outside Hatchways						
" Angles on upper edge						" Deck, Material and thickness						
" Average space	48		48			Poop Deck Stringer Plate, breadth & thickness	40	6	40	6	40	6
PILLARS, in 'tween Deck, size and spacing	2 1/2	3 1/2	48	2 1/2	3 1/2	" Angles on ditto	3 x 3	6	3 x 3	6	3 x 3	6
" Hold	2 1/2	3 1/2	48	2 1/2	3 1/2	" Tie Plates	15	6	15	6	15	6
" Quarter, 'tween Dks., "	2 1/2	3 1/2	48	2 1/2	3 1/2	" Deck, Material and thickness	Deck 3		3		3	
" in Hold	2 1/2	3 1/2	48	2 1/2	3 1/2	Bridge Deck Stringer Plate, br'dth & thickness	30	7	30	7	30	7
WEB-FRAMES, in Fore Body, No. and spacing	9	6	8	9	6	" Angle on ditto	30	7	30	7	30	7
" br'dth. & thickness	21		21			" Tie Plates (Deck plating increased in thickness in way of large openings)	Deck 2 1/2		2 1/2		2 1/2	
" No. of Side Stringers	2	21	9	2	21	" Deck, Material and thickness	Deck 3		3		3	
WEB FRAMES, in E. & B. Space, No. and spacing	4	3 1/2	9	4	3 1/2	Forecastle Deck Stringer Plate, br'dth & th'kns	33	6	33	6	33	6
" br'dth. & thickness	21		21			" Angle on ditto	3 x 3	7	3 x 3	7	3 x 3	7
WEB FRAMES, in After Body, No. and spacing	4	3 1/2	9	4	3 1/2	" Tie Plates	15	6	15	6	15	6
" br'dth. & thickness	21		21			" Deck, Material and thickness	Deck 3		3		3	
" No. of Side Stringers	2	21	9	2	21							
" Size of Angles or Tee Bars to Web Frames	4	3 1/2	9	4	3 1/2							
BRACKET PLATES to Stringers between Web Frames, depth and thickness												

16720 gls

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.	Diam.	Spacing cr. to cr.			Inches.	Inches.	Inches.		Inches.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL (If Bar Keel, state Riveting)																				
GARBOARD OR A Strake ...																				
State actual thickness in way of Double Bottom.																				
B	11	12	9	9	12	14	Double	5 1/4	7/8	3 3/4	1 1/8	5 5/8	1	3 1/2	19	18	9	full		
C	12	13	10	10	13	12	"	"	"	"	"	"	"	"	"	"	"	"		
D	11	12	9	9	12	12	"	"	"	"	"	"	"	"	"	"	"	"		
E	12	13	10	10	13	13	"	"	"	"	"	"	"	"	"	"	"	"		
F	12	13	10	10	13	12	"	"	"	"	"	"	"	"	"	"	"	"		
G	13	10	10	10	13	13	"	"	"	"	"	"	"	"	"	"	"	"		
H	12	9	9	9	12	12	"	"	"	"	"	"	"	"	"	"	"	"		
J	13	10	10	10	13	13	"	"	"	"	"	"	"	"	"	"	"	"		
K	12	9	9	9	12	12	"	"	"	"	"	"	"	"	"	"	"	"		
L	13	10	10	10	13	13	"	"	"	"	"	"	"	"	"	"	"	"		
M	12	9	9	9	12	12	"	"	"	"	"	"	"	"	"	"	"	"		
Main Sheer N	44	14	10	10	44	14	"	"	"	"	"	"	1	3 1/2	19	18	10 1/2	"		
O	14	9	9	9	14	14	"	6	1	4	"	"	1	"	19	10	12	"		
Open Sheer P	45	16	9	9	45	16	"	6	1	4	"	"	1	"	19	10	12	"		
Q																				
DOUBLING of Flat Plate Keel							Butts Quadruple riveted when over Rule breadth.													
Length and thickness	of Bilges		Doubled outside Bridge within half length amidships																	
	of Sheerstrakes																			
	of Strake below																			
POOP SIDES							7													
BRIDGE SIDES							10													
FORECASTLE SIDES							7													
							Length of Plates & frame spaces.													
							Double 5 1/4 3/4 3 3/4 Double 7/8 3/4 6 full													

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, Plating, &c.?

Simms process.
Angles, Hall'side, Dalzell, Lanarkshire
Plates, Clydebridge, Mossend, Dalzell.
Iron Plates, Stockton Malleable I.C.

Spar or Awning Butts, treble riveted for *half* length amidship.
Stringer Plate Straps, single, double or overlapped for *full* length amidship.
Main Stringer Plate Butts, treble riveted for *full* length amidship.
 Straps, single, double or overlapped for *full* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *S & D.*
Inner Bottom Plating, riveting of Edges *D & S.* Butts *Double*
Centre Girder Butts, *Double* riveted **Keelson Butts**, *Double* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6* apart.
Rivets, state whether Iron or Steel. *Iron.*

FRAMES extend in one length from *Keel to gunwale fore and aft. Keel to tank side and tank side to gunwale in way of ballast tank.*
REVERSED FRAMES on floors and frames extend from *centre to open and main decks alt. to open and forecastle decks alt. and to open deck in way of bridge and poop. Double iron way of L & B spaces.*

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	Steel	98-0	29 1/2 x 1 3/4	22 1/2 x 3/4	24 1/2 x 1 3/4	2			Single	Double
	Main		100-0	26 1/2 x 3/4	20 1/2 x 3/4	22 1/2 x 3/4	1				
	Mizen		78-0	25 x 3/4	19 1/2 x 3/4	16 1/2 x 3/4					
Bowsprit	33-0 x 2 3/4 x 3/4	Steel									
Topmasts, Yards and Remainder of Spars	Steel and pitch pine										
Rigging, Material and Size, Shrouds	Galvanised wire, 4 3/8, Mizen 4"										
Stays	3. M. 4 3/8. Mizen 4 1/2										
Sails.	Suits of										

EQUIPMENT No. 44508 LETTER *U*

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.			
41061	1st Bower	43	3	25	11	1	0	38	12	2	0	48	0	0	Rodgers (Box Stock)	Hingley & Sons LPH Netherton 2.9.98. Ref.
41064	2nd "	43	2	4	10	3	22	38	6	3	14	43	0	0	"	" " " " 30.8.98. Green
41065	3rd "	43	1	17	10	3	22	38	5	0	0	43	0	0	"	" " " " " " " "
41068	Collective weight	37	0	27	9	1	16	33	18	3	0	36	2	0	Stoutman	" " " " 31.8.98 "
41085	Stream	14	0	19	3	3	15	15	16	3	14	14	0	0	Ordinary	Hingley & Sons LPH Netherton 2.9.98. Ref.
41088	Kedge	6	3	19	1	2	22	9	5	0	0	7	0	0	"	" " " " " " " "
41087	2nd Kedge	3	2	16	0	3	18	6	3	0	14				"	" " " " " " " "

CHAIN CABLES.

HAWSERS 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.									
25709	135	2 3/4	120-10-8	323-3-15	645-3-0	270-2 3/4	Ated Sink	Hingley & Sons	LPH Netherton 31.8.98. Ref.	TOWLINE	120	4 3/4	47	120 x 4 3/4
25715	135	2 3/4	86-2-2	322-0-6	645-3-21					HAUSEN	90	4	33	90 x 4
										WARP	90	3 1/2	26	90 x 3 1/2
Iron Stream Chain or Steel Wire	90	4 3/4	47			90 x 4 3/4	Whitman C.							

Boats *See Lifeboats and fire others.*Pumps, Number *Seven*Diameter of Barrel and Tail Pipe *Barrel 6". Tail pipes 3"*Windlass *Capstan, Clarke, Chapman.*Capstan *alt. Clarke, Chapman.*Engine Room Skylights.—How constructed? *Seals*What arrangements for deadlights in bad weather? *Brass guards to glass*Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Battened down* Height above deck? *12"*Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side, 8 Scuppers, 4 Freeing Ports 2' 5" x 1' 2".*Ceiling in Holds, thickness and material *2 1/2" Pitch pine* Ceiling 'tween Decks, thickness and material *Spanning 2" W. pine.*Cargo Hatchways.—How formed? *Plates and angles* Hatches, If strong and efficient? *Yes.*State size No. 1 Hatch (Forward) *14-0 x 12-0* No. 2 Hatch *20-0 x 14-0* No. 3 Hatch *12-0 x 12-0* No. 4 Hatch *12-0 x 12-0*Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1, 2 & 4, On Beam. No. 2, On Web plate. 3 On fore and afters to each hatch.*No. of Breasthooks *Nine* No. of Crutches *2 and deep floor*Bulwarks, height above deck and description *4-0, 5/8 atel.* Main Rail, material and size *Seals 10 x 5.*

The above is a correct description.

R. NAPIER & SONS, Limited.

Surveyor's Signature

Allison W. Wilson

Builder's Signature (here only)

John McAnulty

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

16720 gls

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M. 1897, Dec. 20, 21, 24. 1898, Jan. 27, 27. Sept. 2, 16

£ 1-4-98.

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 plating? A few.

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

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

Workmanship good.

This vessel has been built in accordance with the approved plans. The Secretary's letters of the above dates and in general conformity to the Rules for the class contemplated.

The peaks have been tested as required by the Rules, as have also the decks and waterways. Deck pumps tested and found satisfactory.

Pillars of I Section are fitted 48" apart in way of the hatchways. In Hold 8" x 5" x 9/16". In Lower Tweendecks 6" x 4" x 7/16". In Upper Tweendecks 5" x 3" x 7/16". Four I Section Quarter pillars are fitted on each side of vessel under the Refrigerating Machinery in the forecabin, 8" x 5" x 5/16" from Spar deck to Hold.

Accompanying this Report, Plans of Midship Section, Profile, Decks, Pumping Arrangements, Stern frame, Rudder, Reports on Stern frame, Rudder, and Stem and Keel.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 60.0 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 145.0 ft., F'castle 47.0 ft. (in feet and tenths). When the Poop 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) 3 Dks (2 St. w.s. 1 in.) 3 S.B.

Official No. ; Signal Letters ✓

How are the surfaces preserved from oxidation? Inside Paint and Portland Cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system C.I.B. in E.B. space and one hold.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, ✓			Fore peak tank, ✓		
Double bottom, forward, Under No. 3 Hold on Cross Decks ✓	48	135	After peak tank, ✓		65
Double bottom, under Engines and Boilers, ✓			Midship deep tank, ✓		
Double bottom, if under Engines only, ✓	44	129	Other tanks, if fitted, ✓		
Double bottom, if under Boilers only, The space under Boilers not used as a Ballast Tank. ✓			(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. 351

Date 23/12/97

Order for Ordinary Survey No.

Date

No. 463 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 1898, Feb. 21, 24, 25, Mar. 2, 4, 7, 14, 22, 25, 28, 30, Apr. 5, 6, 7, 12, 14, 15
- 2nd. On the plating during the process of riveting 20, 22, 27, 29, May 2, 4, 9, 10, 11, 13, 14, 16, 17, 20, 23, 24, 27, 31, June 1, 3, 6, 9, 14, 18, 24
- 3rd. When the beams were in and fastened, and before the decks were laid 12, 14, 15, 25, 28, Aug. 1, 5, 8, 11, 15, 16, 19, 22, 25, 30, Sept. 5, 7, 9, 13, 15, 16, 21, 23
- 4th. When the ship was complete, and before the plating was finally coated or cemented 28, 29, Oct. 3, 5, 7, 12, 18, 21, 25, 27, 31, Nov. 7, 9, 10, 16, 17, 21, Dec. 6, 8, 15, 19 (1899)
- 5th. After the ship was launched and equipped 23, 26, 29, Jan. 10, 12, 16, 18

Total No. of Visits 96

The amount of Entry Fee £ 5.00

Special Survey Fee £ 135.00

Travelling Expenses, if any £

Fees applied for,

19.1. 1899.

Received by me,

21.1. 1899.

Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed 100 A1, "Stul", "Spar Deck".

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

With, or without Freeboard, as condition of Class

Committee's Minute

Character assigned

240 Feb. 1899

X 100 A1 (Stul) Spar deck
2 dks (Stul 05 x 1 in) Spar deck (Stul Peaks)
48 - Cell 83
Lave P & M

The Surveyors are requested not to write on or below the Committee's Minute.

Full Certificate.
Written.

GLS183-0059(2/2)