

## STEEL SHIP.

113 Survey held at *Port Glasgow* Date, First Survey *19<sup>th</sup> Decr 1884* Last Survey *25<sup>th</sup> May 1888*  
*Steel Vessel* *"Banklands"* (Received at London Office, *21<sup>st</sup> Decr 1884*)  
 (41 vessels)

GE under  
on Deck *1158.68*  
of the, Spar,  
of the, Spar,  
of the, Spar,  
Ditto of *Booms*  
Raised Qr. Dk. *46.73*  
Ditto of *Houses*  
on Deck *32.22*  
Ditto of *Forecastle*  
on Deck *1.71*  
Gross Tonnage *1239.34*  
Less Crew Space *42.38*

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

Half Breadth (moulded) *18.1*  
Depth from upper part of Keel to top of Upper Deck Beams *24.2*  
Girth of Half Midship Frame (as per Rule) *56.3*

1st Number *78.6*  
2nd Number *15820*

Length *214*  
2nd Number *15820*

Proportions— Breadths to Length *5.9*  
Depths to Length— Upper Deck to Keel *8.8*

Main Deck *1196.96*

Master *J. T. Lennart 81-88*  
Built at *Port Glasgow*  
When built *1888* Launched *15<sup>th</sup> May 1888*  
By whom built *L. & S. Co.*  
Owners *W. J. & Co.*  
Residence *17 Water St. Liverpool*  
Port belonging to *Liverpool*  
Destined Voyage *Melbourne*  
If Surveyed while Building, Afloat, or in Dry Dock.  
*Build under special license*

LENGTH on deck as per Rule *214 0* BREADTH— Moulded *36 2 1/2* DEPTH top of Floors to Upper Deck Beams *22 2 3/4* Power of Engines *2* Horse *2* N° of Decks with flat laid *2* N° of Tiers of Beams *2*

Dimensions of Ship per Register, length, *225.7* breadth, *36.55* depth, *22.55* *Actual depth 23.55*

KEEL, depth and thickness *9 x 2 1/2* STEEL, moulding and thickness *8 1/2 x 2 1/2* STEEN-POST for Rudder do. do. *8 1/2 x 2 1/2*

Distance of Frames from moulding edge to moulding edge, all fore and aft *24*

FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/2 at each end *3 1/2 x 3 1/2*

REVERSED FRAMES, Angle Iron *3 1/2 x 3 1/2*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *24* thickness at the ends of vessel *8* depth at 1/2 the half-bdth. as per Rule *12* height extended at the Bilges *48*

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron *9* Average space *48*

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron *9* Average space *48*

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron *9* Average space *48*

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron *9* Average space *48*

KEELSONS Centre line, single or double plate, on Intercoastal Plates *17* Rider Plate *11* Bulk Plate to Intercoastal Keelson *5* Angle Iron *5* Double Angle Iron Side Keelson *5* Side Intercoastal Plate *5* Attached to outside plating with angle iron *5* BILGE Angle Iron *5* Bulk Iron *5* Intercoastal plates riveted to plating for length *5* BILGE STRINGER Angle Iron *5* Bulk Intercoastal plates riveted to plating for length *5* SIDE STRINGER Angle Iron *5* Bulk plates for whole length *5* The FRAMES extend in one length from *midline* to *gunwale*

REVERSED ANGLE IRONS on floors and frames extend from middle line to *gunwale*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*

LATING. Garboard, double riveted to 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 *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/8* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *Double* Strakes at Bilge for *half* length, treble riveted with Butt Straps *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* 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 *half* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted*

Butts of Main Stringer Plate, treble riveted for *half* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted*

Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5 1/2*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *On the Plate* No. of Breasthooks, *6* Crutches, *4*

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

Is a correct description. *For the Keelsons*

Signature, *for the Keelsons* Surveyor's Signature, *for the Keelsons*

Surveyor to Lloyd's Register of British and Foreign Shipping

ROBERT HARRIS & SONS, Commercial and General Steam Printers, 14, Old Street, Goswell Road, London, E.C.

GRK 308-0124



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are Steel in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Iron, &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 and yards are in accordance with approved sketch forwarded herewith. The steel has been tested as required by Committee's Circulars. Plates - "Coles" Angles - "Bressard"

NUMBER & LETTER for EQUIPMENT						Test per Certificate.		Inches per Rule.		Machine where Tested and Superintendent, also Number of Certificate.		ANCHORS. N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
SAILS.						CABLES, &c.										
N°.	Chain .....		Fathoms	Inches												
	135 1/2		1 1/2	82.15.0.0	270 - 1/8	4561 - 8/2/88										
	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
Fore Sails,	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
Fore Top Sails,	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
Fore Topmast Stay Sails,	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
Main Sails,	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
Warp .....	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										
quality	135 1/2		1 1/2	82.22.0.0	270 - 1/8	4562 - 12/3/88										

Standing and Running Rigging gal. Steel wire sufficient in size and good in quality. She has 2 life Long Boats and 1 other

The Windlass is Emerson Walker Thompson Capstan good and Rudder good Pumps good

Engine Room Shallenger How constructed? How secured in ordinary weather?

What arrangements for deadlights in led 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? 3 Freeing ports, (35" x 23") 1 Port (26" x 22") 4 Scuppers and 2 mooring pipes on each side

Cargo Hatchways. - How formed? Iron Coaming

State size Main Hatch 15' 10" x 11' 1 1/2" Fore hatch 7' 10" x 7' 8" x 8 1/2" Quarter hatch 7' 11" x 7' 6" x 24" high

If of extraordinary size, state how framed and secured? None so.

What arrangement for shifting beams? Shifting beam in main hatch

Hatches, If strong and efficient? Yes, Solid.

Order for Special Survey No. 36

Date 13th Dec 1897

Under the Ordinary Survey No. 8/F

Date 13th Dec 1897

No. 8/F in builder's yard.

State dates of letters respecting this case: 1887 - Nov 2nd, Dec 1st, 9, 24. 1888 - Jan 23, 19, May 17.

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

The workmanship is good, and the vessel has been constructed in accordance with the approved drawings (5 in No.) attached hereto, also in general conformity with the Rules and the Committee's Circulars relating to steel. The steel plates previous to being worked on the ship have been dipped in an acid bath for the purpose of removing the "mill-scale". The collision bulkhead has been tested by hose & found good. Two forging reports are also attached.

The forward assigned by the Committee in their letter of 17th May 1888, has been marked on the sides of the vessel, and verified, and may now be recorded in the Register book, namely, 4 ft. 3 ins. This is a sister ship to the "Adderley" in previous Report No. 9486.

Forecastle 28' 0" 5' 6" high open at bow. D. Q. deck 43' 0" 3' 10 1/2" high. Iron deck house between 7th main hatchways 40' 0" x 15' 0" x 7' 0"

State if one, two, or three decked vessel, or open, or sailing decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed + 100 A. 1. "Steel" 2 Vessels, 2nd Brand.

The amount of the Entry Fee £ 4 is received by me, J. M.

Special £ 54 : 18 : 6 25th May, 1898

(to be sent as per margin). Certificate ... gratis

(Travelling Expenses, if any, £ Nil).

Committee's Minute TUE 29 MAY 83

Character assigned 100A1 Steel

28th

Record

Foundation

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

This vessel has been built in accordance with the approved plans and it is submitted that she appears to be eligible to be classed 100A1.

20th