

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 11680.

WED. MAR 10 1897
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Port of *Greenock*

Date of completion of Report *9th March 1897*

Received at London Office

Survey held at *Greenock*

Date, First Survey *15th May 1896*

Last Survey *8th March 1897*

1897.

On the *Stirling Loch Steamer "Hlinga"*

Schooner Rig 2 Masts

TONNAGE under Tonnage Deck...

1986.39

Do. between Tonnage Dk. and 2nd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge Houses

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES...

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam...

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100A1.*

FEET.

Half Breadth (moulded) *21.25*

Depth from upper part of keel to top of Main Deck Beams *16.00*

Girth of Half Midship Frame (as per Rule) *32.12*

1st Number *69.37*

Length *279.0*

2nd Number *19354*

Proportions—Breadths to Length *6.56*

Depths to Length—Main Deck to top of Keel *17.4*

Destined Voyage *Australia*

Master *R. S. Taylor*

Year of Appointment

Built at *Greenock*

When built *1897*

Launched *R. S. Taylor*

By whom built *Scott & Co.*

Owners *Adelaide S. S. Co. Ltd.*

Managers

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

Residence

Port belonging to *Greenock*

If 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 Spar or Awning Dk. Beams	Feet.	Inches.	Power of Engines	No. of Decks with flat laid	No. of Tiers of Beams
<i>279.0</i>			<i>42.5</i>			<i>20.75</i>			<i>100</i>	<i>Two</i>	<i>Two</i>

Dimensions of Ship per Register, Length *279.7* breadth *42.5* depth *20.75* Spar or Awning Dk. Moulded depth, ft. *15* ins. *3* To Main Dk. Round up of Beam, Main Dk. *9* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths as Approved.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule.	Inches per Rule.	20ths as Approved.
FRAME, Angles, or <i>1 1/2</i> or <i>2</i> Bars, for length amidships	<i>4 1/2</i>	<i>3</i>	<i>7</i>	<i>14 1/2</i>	<i>3</i>	<i>7</i>	KEEL, Bar or Side Plates, depth and thickness				
Do. for 1/2 at each end	<i>4 1/2</i>	<i>3</i>	<i>6</i>	<i>14 1/2</i>	<i>3</i>	<i>6</i>	STEM, moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>7</i>	<i>13</i>	<i>3</i>	<i>7</i>	STERN-POST for Rudder do. do.	<i>9 x 5</i>	<i>9 x 5</i>	<i>9 x 5</i>	<i>9 x 5</i>
at intermdt. Bkts.							" " for Propeller	<i>9 x 5</i>	<i>9 x 5</i>	<i>9 x 5</i>	<i>9 x 5</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>			<i>24</i>			MAIN PIECE of Rudder, diameter at head	<i>7 3/4</i>	<i>7 3/4</i>	<i>7 3/4</i>	<i>7 3/4</i>
REVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>13</i>	<i>3</i>	<i>7</i>	do. at heel	<i>3 3/4</i>	<i>3 3/4</i>	<i>3 3/4</i>	<i>3 3/4</i>
DEEP FRAMING, depth of girder							RUDDER, how constructed <i>Cast steel frame - Iron Stock - 1 Single plate</i>				
FLOORS, depth and thickness of Floor Plate at mid line for length amidships	<i>all material under</i>						Can the Rudder be unshipped afloat? <i>Yes</i>				
" in way of Engines and Boilers	<i>Boilers for thicker than</i>										
" thickness at the ends of vessel	<i>given below</i>						KEELSONS AND STRINGERS.				
" depth at 1/2 the half bth. as per Rule							CENTRE LINE KEELSON, Vertical Plate above				
" height extended at the Bilges							floor, Through Plate, or Intercoastal Plate				
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>Flanged 8</i>	<i>1</i>	<i>8</i>	<i>8</i>			" Rider Plate				
Distance apart	<i>24</i>			<i>24</i>			" Bulb Plate to Intercoastal Keelson				
CENTRE GIRDER, in Double bottom, depth and thickness	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>			" Horizontal Plates on Floors				
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>14</i>	<i>4</i>	<i>9</i>	" Angles				
" Bottom	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>15 1/2</i>	<i>4</i>	<i>9</i>	" SIDE KEELSON, Angles				
SIDE GIRDERS, number and thickness	<i>Flanged 8</i>	<i>1</i>	<i>8</i>	<i>8</i>			" Bulb or Plate above floors, for length				
" Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>13</i>	<i>3</i>	<i>7</i>	" Intercoastal Plate, for length				
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>22</i>	<i>8</i>	<i>22</i>	<i>8</i>			" Attached to outside plating with Angle				
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>13 1/2</i>	<i>3 1/2</i>	<i>9</i>	" BILGE KEELSON, Angles				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>48</i>	<i>8</i>	<i>36</i>	<i>8</i>			" Bulb or Plate above floors, for length				
" thickness in Engine and Boiler space	<i>8 1/2</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2</i>			" Intercoastal Plate, for length				
" Remainder in Holds	<i>7</i>	<i>3</i>	<i>9</i>	<i>17</i>	<i>3</i>	<i>9</i>	" Attached to outside plating with Angle				
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>17</i>	<i>3</i>	<i>9</i>	" BILGE STRINGER Angles	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>
" Angles on upper edge	<i>24</i>			<i>24</i>			" Bulb Plate, for length	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
" Average space	<i>8</i>	<i>3</i>	<i>11</i>	<i>18</i>	<i>3</i>	<i>11</i>	" Intercoastal Plate, for length	<i>10 1/2</i>	<i>8</i>	<i>10 1/2</i>	<i>8</i>
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>24</i>			<i>24</i>			" Attached to outside plating with Angle	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
" Angles on upper edge	<i>24</i>			<i>24</i>			" SIDE STRINGER Angles				
" Average space	<i>24</i>			<i>24</i>			" Bulb or Intercoastal Plate, for length				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>24</i>			<i>24</i>			" Attached to outside plating with Angle				
" Angles on upper edge	<i>24</i>			<i>24</i>			Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>44</i>	<i>9</i>	<i>44</i>	<i>9</i>
" Average space	<i>24</i>			<i>24</i>			" Angle on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>17</i>	<i>3</i>	<i>9</i>	" Tie Plates, fore and aft, outside Hatchways				
" Angles on upper edge	<i>24</i>			<i>24</i>			" Diagonal Tie Plates, No. of prs.	<i>165</i>	<i>165</i>	<i>165</i>	<i>165</i>
" Average space	<i>24</i>			<i>24</i>			" Deck, Iron or Steel, for whole lng.	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>	<i>5 x 3</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>17</i>	<i>3</i>	<i>9</i>	" Wood Deck, Material and thickness <i>Teak 5 x 3</i>				
" Angles on upper edge	<i>24</i>			<i>24</i>			Main Deck Stringer Plate, breadth & thickness	<i>44</i>	<i>12</i>	<i>44</i>	<i>12</i>
" Average space	<i>24</i>			<i>24</i>			" Angles on ditto, No. 2	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>17</i>	<i>3</i>	<i>9</i>	" Tie Plates, outside Hatchways				
" Angles on upper edge	<i>24</i>			<i>24</i>			" Diagonal Tie Plates, No. of prs.	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
" Average space	<i>24</i>			<i>24</i>			" Deck, Iron or Steel, for whole lng.				
PILLARS, In tween Deck, size and spacing	<i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>			" Wood Deck, Material and thickness				
" Hold	<i>4</i>	<i>48</i>	<i>4</i>	<i>48</i>			Lower Deck Stringer Plates, breadth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>
" Quarter, tween Dks., "							" Angles on ditto, No.	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>
" In Hold							" Tie Plates, outside Hatchways				
WEB-FRAMES, In Fore Body, No. and spacing	<i>5</i>	<i>8</i>	<i>5</i>	<i>8</i>			" Deck, Material and thickness				
" breadth & thickness	<i>14</i>	<i>7</i>	<i>14</i>	<i>7</i>			" Hold, or Orlop Stringer Plate, breadth & thickness				
" No. of Side Stringers	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>			" Angles on ditto, No.				
WEB FRAMES, In E. & B. Space, No. & spacing	<i>3</i>	<i>5</i>	<i>3</i>	<i>5</i>			" Tie Plates, outside Hatchways				
" breadth & thickness	<i>14</i>	<i>7</i>	<i>14</i>	<i>7</i>			" Deck, Material and thickness				
WEB FRAMES, In After Body, No. and spacing	<i>4</i>	<i>8</i>	<i>4</i>	<i>8</i>			" Poop Deck Stringer Plate, breadth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>
" breadth & thickness	<i>14</i>	<i>7</i>	<i>14</i>	<i>7</i>			" Angles on ditto	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>
" No. of Side Stringers	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>			" Tie Plates	<i>Steel Deck</i>	<i>3</i>	<i>3</i>	<i>3</i>
" Size of Angles or Tee Bars to Web Frames	<i>3</i>	<i>3</i>	<i>7</i>	<i>13</i>	<i>3</i>	<i>7</i>	" Deck, Material and thickness				
BRACKET PLATES to Stringers between Web Frames, depth and thickness							Bridge Deck Stringer Plate, breadth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>

PLATING.										RIVETING.										
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.				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.	Inches.	Diam.			Spacing or to cr.	Inches.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL		36	16	12	12	36	12	Double	6	1	4	Treble	1	3 1/2	19	20	✓	✓		
GARBOARD OR A STRAKE		46	12	11	11	46	11	"	5 1/4	7/8	3 1/2	do whole	7/8	3 1/2	19	20	✓	✓		
State actual thickness in way of Double Bottom.		B	45	11	9	9	45	11	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓	
C		54	10	8	8	54	10	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
D		46	11	9	9	46	11	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
E		54	10	8	8	54	10	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
F		46	11	9	9	46	11	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
G		54	10	8	8	54	10	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
H		46	11	9	9	46	11	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
Main Sheer		J	42	13	10	10	42	13	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓	
K		54	10	8	8	54	10	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓		
Spar Sheer		L	54	13	9	9	40 1/2	13	"	5 1/4	do	3 1/2	"	do	3 1/2	19	20	✓	✓	
M																				
N																				
O																				
P																				
Q																				
DOUBLING of Flat Plate Keel																				
Length and thickness of Bilges																				
of Sheerstrakes																				
of Strake below																				
POOP SIDES		7																		
BRIDGE SIDES		7																		
FORECASTLE SIDES		7																		

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. *Siemens' Martin Steel - from Steel Co. of Scotland, Lanarkshire, Glasgow Co. Summerlee & Mossend, Beardmore & Co. and Clydebridge.*

Spar or Awning Butts, treble riveted for *whole* length amidship.
Stringer Plate Straps, single, double or overlapped for *whole* length amidship.
Main Stringer Butts, treble riveted for *whole* length amidship.
Plate Straps, single, double or overlapped for *whole* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of *Edges Double Treble Butts Double Single*
Centre Girder Butts, *treble* riveted **Keelson Butts**, *treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/2* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *centre line to tank sides and to gunwale*.
REVERSED FRAMES on floors and frames extend from *centre line to tank side & to upper deck for 1/2 length*, alternately to *Main & Spar Deck* and *Forecastle Deck*.

MASTS, SPARS, &c.										
	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	<i>Steel 64' 9"</i>	<i>21 x 7</i>	<i>21 x 7</i>	<i>14 1/2 x 5</i>	<i>Two</i>	✓	✓	<i>Single Treble & Double</i>	
	Main	<i>do 66' 9"</i>	<i>21 x 7</i>	<i>21 x 7</i>	<i>14 1/2 x 5</i>	<i>do</i>	✓	✓	<i>do do</i>	
	Mizen	<i>do 66' 9"</i>	<i>21 x 7</i>	<i>21 x 7</i>	<i>14 1/2 x 5</i>	<i>do</i>	✓	✓	<i>do do</i>	
Bowsprit										
Topmasts, Yards and Remainder of Spars										
Rigging, Material and Size, Shrouds <i>galv'd steel wire 3"</i> Stays <i>3 1/2" & 3 1/4"</i>										
Sails. <i>But</i> Suit of <i>Fore & Aft</i> Sails, and the following spare sails										

EQUIPMENT No. 25369 LETTER S 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.	lbs.	Cwts.	qrs.				lbs.
38389	1st Bower	41	1	14	✓	✓	36	16	1	0	40	0	0	<i>22 lbs. Patent</i>	<i>Hinley & Sons</i>	<i>13/10/96</i> <i>Netherline</i>	
38390	2nd "	38	2	15	✓	✓	34	19	1	14	40	0	0	<i>do</i>	<i>do</i>	<i>2/10/96</i> <i>Machine</i>	
38388	3rd "	33	3	13	✓	✓	31	12	2	0	34	0	0	<i>do</i>	<i>do</i>	<i>14/10/96</i> <i>H. Green</i>	
	Collective weight	114	0	42			114	0	0							<i>Supt.</i>	
38461	Stream	10	2	18	3	0	15	12	13	0	14	10	2	0	<i>Protinians</i>	<i>do</i>	<i>3/10/96</i>
38462	Kedge	5	2	20	1	2	12	8	0	2	14	5	1	0	<i>do</i>	<i>do</i>	<i>3/10/96</i>
	2nd Kedge																

Supt & mechanical tests applied 7/10/96 27/10/96 & 27/10/96 by T. G. Baker Middlesex.

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.														
28046	135	1 1/2	15	224	1	194	4 1/2	<i>240</i>	<i>11/10/96</i>	<i>H. Green</i>	TOWLINE	90	4	33	90-4				
28045	135	1 1/2	do	225	2	24	2 1/2	<i>do</i>	<i>22/10/96</i>	<i>Supt.</i>	HAWSER	90	3	18	90-3				
28104	60	1 1/2	do	99	2	22	1 1/2	<i>do</i>	<i>10/10/96</i>	<i>Glasgow</i>	WARP	100	2 1/2	12	90-2 1/2				
Iron Steam Chain or Steel Wire ...	75	1 1/8	34 1/2	57	0	18	4 1/2	<i>do</i>	<i>26/10/96</i>	<i>Seedhouse</i>		100	16	5					

Boats *8* - viz *4* Life *steel* : *2* collapsible, and *1* lifeboat and one dingy *wood*.
Pumps, Number *8* - viz *1* *hand* and *7* *power*. Diameter of Barrel and Tail Pipe *7 1/2*, *6* and *3*, and *1 1/2*, *4* & *2*.
Windlass is *Clarke Chapman & Co. with capstan*.
Engine Room Skylights. - How constructed? *of steel plates & angles & iron gratings fitted*.
What arrangements for deadlights in bad weather? *Strong spars & tarpaulins*.
Coal Bunker Openings. - How constructed? *of plates & angles*. How are lids secured? *2 1/2* latched. Height above deck? *12* ins.
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *on each side, 3 scuppers & 4 ports each 36 x 24*.
Ceiling in Holds, thickness and material *1/2* Red Pine. Ceiling 'tween Decks, thickness and material *2 1/2* White Pine.
Cargo Hatchways. - How formed? *of steel plates & angles*. Hatches, if strong and efficient? *yes*.
State size No. 1 Hatch (Forward) *16.0 x 12.0 x 31*. No. 2 Hatch *24.0 x 14.0 x 31*. No. 3 Hatch *20.0 x 14.0 x 31*. No. 4 Hatch *12.0 x 12.0*.
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *one deep web plate in 10 1/2, and 2 d. in 20 1/2 hatchways, and 3 fore & afters in each hatchway*. No. of Breasthooks *5*. No. of Crutches *2* deep floors.
Bulwarks, height above deck and description *48 x 5 1/2 steel*. Main Rail, material and size *6 1/2* patent section.
The above is a correct description.
Builder's Signature (arrivally) *Scott & Co.* Surveyor's Signature *T. P. Phillips* Register
Surveyor to Lloyd's Register of British & Foreign Shipping.

* only 30 fathoms of this put on board

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

12 May 96 M. — 16 June 96 M. 14 July 96 M. 2 Oct. 96 E.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed, where practicable.

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? Yes, a few.

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

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

This vessel has been built in accordance with the Rules, and the approved tracings, of which the Sketch of Midships Section is now in the London office.

The steel used in the hull has been tested as prescribed by the Rules & found satisfactory.

The workmanship is good.

The hand pumps & watertight doors have been worked & found to be in good order.

The weather decks tested with water & found to be free from leakage. Iron plates are embedded in the cement under each sounding pipe. See Reports on Steel Castings & Forgings attached.

Two refrigerating machinery chambers fitted, of 803 cft. total capacity on Hilbourn's Ammonia Brine System.

This vessel is fitted with 160 Electric Light. (Report to follow)

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.0 ft., R.Q.D. or Break ft., Bridge Dk. 86. ft., F'castle 36 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). 10K (Stl) and Spar Dk (Steel Teak S.)

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside by paint & Portland Cement Outside by paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	34.0	48.	Fore peak tank,	16.	55.
Double bottom, forward,	42.0	95.	After peak tank,	16.	23.
Double bottom, under Engines and Boilers,	68.0	158.	Midship deep tank,		
Double bottom, if under Engines only,	38.0	56.	Other tanks, if fitted,		
Double bottom, if under Boilers only,	18.	42.	(If necessary, furnish further information by sketch.)		
		399			

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

Order for Special Survey No. 1824	1st. On the several parts of the frame, when in place, and before the plating was wrought	1896 May 28. 30. June 10. 15. 20. 24. 27. July 10. 14. 20. 24. 28. 30. Aug. 3. 6. 11. 14.
Date 20th June 1896	2nd. On the plating during the process of riveting	30. 25. 28. 29. Sept. 3. 4. 5. 11. 12. 16. 18. 21. 24. 26. 29. 30. Oct. 1. 2. 5. 8. 14. 16. 20. 23. 27.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid	30. 25. 28. 29. Sept. 3. 4. 5. 11. 12. 16. 18. 21. 24. 26. 29. 30. Oct. 1. 2. 5. 8. 14. 16. 20. 23. 27.
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	30. 25. 28. 29. Sept. 3. 4. 5. 11. 12. 16. 18. 21. 24. 26. 29. 30. Oct. 1. 2. 5. 8. 14. 16. 20. 23. 27.
No. 344 in builder's yard.	5th. After the ship was launched and equipped	30. 25. 28. 29. Sept. 3. 4. 5. 11. 12. 16. 18. 21. 24. 26. 29. 30. Oct. 1. 2. 5. 8. 14. 16. 20. 23. 27.

The amount of Entry Fee £ 8 : 11 : 6
Special Survey Fee £ 45 : 18 : 6
Travelling Expenses, if any £ 11 : 11 : 11

Fees applied for, 8. 3. 1899
Received by me, 9. 3. 1899

Certificate to be sent to

Quinn & Co.

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

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

Committee's Minute FRI. MAR 12 1897

Character assigned

100A1 Steel
Spar Dk.
with freeb. 2.5.9
2 at CP
+ 2 MC 3.97
7D
Glen light

10K (Stl) & Spar Dk (Stl - Teak S)
+ Wat frames



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Lloyd's Register

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