Spar, ~~or Awning~~ Dk. ~~IRON OR~~ STEEL STEAMER.

No. 12419

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

MON 10 JUL 1899
MON 10 JUL 1899

Port of Greenock Date of completion of Report Received at London Office

Survey held at Port Glasgow & Greenock Date, First Survey 20. September 1898 Last Survey 7 July 1899

the Steel S.S. "Auchenarden" Schooner Rig 2 Masts.

ONNAGE under Tonnage Deck	3337·85
o. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	
otal under Upper Dk.	3337·85
o. of Poop	52·35
o. of Bridge House	
o. of Forecastle	54·39
o. of Houses on Deck	55·89
o. of excess of Hatchways	30·05
Do. above Crown of Engine Room	88·83
Gross Tonnage	3618·66
Less Crew Space	78·75
Less above Crown of Engine Room	88·83
...AGE FOR FEES	3450·98
Engine Room	1157·94
Navigation Spaces	31·24
...ister Tonnage ...cut on Beam	2350·63

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

CLASS + 100 A1

	Feet.
Half Breadth (moulded)	22·90
Depth from upper part of keel to top of Main Deck Beams	21·42
Girth of Half Midship Frame (as per Rule)	40·66
1st Number	84·98
Length	337·6
2nd Number	28689
Proportions—Breadths to Length	7·37
Depths to Length—Main Deck to top of Keel	15·76

Destined Voyage New York

Master James Peat

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

Built at Port Glasgow

When built 1899. Launched 1st June 1899.

By whom built Russell & Co.

Owners The Auchen Steam Shipping Co. Ltd.

Managers Thomas Paterson Purdie.

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

Residence Glasgow.

Port belonging to Glasgow.

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

...NGTH on Deck ...s per Rule	Feet. 337	Inches. 7	BREADTH—Moulded	Feet. 45	Inches. 9½	DEPTH, top of Floors to Spar or Awn. Dk. Beams / Do. do. Main Deck Beams	Feet. 25 / 17	Inches. 10 / 10½	Power of Engines	Horse. 300.	No. of Decks with flat laid Two / No. of Tiers of Beams Two

...ensions of Ship per Register, Length 339·15 breadth 46·0 depth 25·8 Spar ~~or Awn.~~ Dk. / Main Deck. Moulded depth, ft. 20 ins. 6. To Main Dk. Round up of Beam, Main Dk. 10½ ins.

FRAMING.	Inches in Ship.	Inches in Ship.	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved.	~~16ths or~~ 20ths per Rule
...AME, Angles, or ~~⊥ ⊏ or ⊏ Bars,~~ for ½ length amidships	5	3½	8	5	3½	8
Do. for ¼ at each end	5	3½	7	5	3½	7
Do. in way of Double Bottoms at Solid Floors ~~at intermdt. Bkts.~~	3½	3½	8	3½	3½	8.
...tance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
...VERSED FRAME, Angles	6	3½	8·7	6	3½	8·7
...EP FRAMING, depth of girder — Peaks & double bottom	3½	3½	8	3½	3½	8
...OORS, depth and thickness of Floor Plate at mid-line for ⅝ length amidships						
„ in way of Engines and Boilers						
„ thickness at the ends of vessel						
„ depth at ¾ the half-bdth. as per Rule						
„ height extended at the Bilges						
...OORS & BRACKETS, in Cell Dble Bottoms	42		8	42		8
„ „ Distance apart	24			24		
...NTRE GIRDER, in Double bottom, depth and thickness	42		11	42		11
„ „ Angles, Top	4	4	9	4	4	9.
„ „ „ Bottom	4½	4½	10	4½	4½	10
...E GIRDERS, number and thickness	Two		8	Two		8.
„ Angles	3½	3½	8	3½	3½	8.
...RGIN PLATE, depth (exclusive of flange) and thickness	34		8	34		8.
„ Angles	4	4	9	4	4	9.
...NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	60		10	60		10.
„ „ thickness in Engine and Boiler space			10 & 11			10 & 11
„ „ „ Remainder in Holds			8 & 7			8 & 7
...AMS, Spar ~~or Awning~~ Deck, ~~Single Angle, Bulb Angle~~, Plate ~~or Tee~~ Bulb	9		8	9		8
„ Angles on upper edge	3½	3	7	3½	3	7
„ Average space	48			48.		
...AMS, Main Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	8½	3	11	8½	3	11.
„ ~~Angles on upper edge~~						
„ Average space	24			24.		
~~...AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb~~						
„ ~~Angles on upper edge~~						
„ ~~Average space~~						
~~...AMS, Hold, or Orlop, Plate or Tee Bulb~~						
„ ~~Angles on upper edge~~						
„ ~~Average space~~						
...AMS, Poop Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	6	3	8	6	3	8
„ ~~Angles on upper edge~~						
„ Average space	24			24		
...AMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	8	3	9	8	3	9
„ ~~Angles on upper edge~~						
„ Average space	48			48.		
...AMS, Forecastle Deck, ~~Angle,~~ Bulb Angle, ~~Plate or Tee Bulb~~	8	3	11	8	3	11
„ ~~Angles on upper edge~~						
„ Average space	48			48.		
...LLARS, In 'tween Deck, size and spacing	2¾		48	2¾		48.
„ „ Hold „ „	4		48	4		48
„ Quarter, 'tween Dks., „ „	2¾		96	2¾		96
„ „ in Hold „ „	4		96	4		96
~~...EB FRAMES, In Fore Body, No. and spacing~~						
„ „ „ ~~brdth. & thickness~~						
„ ~~No. of Side Stringers~~ „ „						
WEB FRAMES, In E. & B. Space, No. & spacing	2			2		
„ „ „ brdth. & thickness	18		8	18		8.
~~WEB FRAMES, In After Body, No. and spacing~~						
„ „ „ ~~brdth. & thickness~~						
„ ~~No. of Side Stringers~~ „ „						
„ ~~Size of Angles or Tee Bars to Web Frames~~	3½	3½	8	3½	3½	8.
~~BRACKET PLATES to Stringers between Web Frames, depth and thickness~~						

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
~~KEEL, Bar or Side Plates, depth and thickness~~		
STEM, moulding and thickness	11 × 2¾	11 × 2¾
STERN-POST for Rudder do. do.	11 × 6	11 × 6
„ „ for Propeller	11 × 6	11 × 6
MAIN PIECE of Rudder, diameter at head	9	9
do. at heel	6¾	6¾

RUDDER, how constructed Single plate. forged.

Can the Rudder be unshipped afloat? Yes.

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved.	~~16ths or~~ 20ths per Rule
~~CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate~~						
„ ~~Rider Plate~~						
„ ~~Bulb Plate to Intercostal Keelson~~						
„ ~~Horizontal Plates on Floors~~						
„ ~~Angles~~						
~~SIDE KEELSON, Angles~~						
„ ~~Bulb or Plate above floors, for lng.~~						
„ ~~Intercostal Plate, for length~~						
„ ~~Attached to outside plating with Angle~~						
BILGE KEELSON, Angles ~~at ends~~	6½	4	8	6½	4	8
„ ~~Bulb or Plate above floors, for lng.~~						
„ ~~Intercostal Plate, for length~~						
„ ~~Attached to outside plating with Angle~~						
BILGE STRINGER Angles 3 No.	6½	4	12·11	6½	4	12·11
„ ~~Bulb Plate, for length~~						
„ Intercostal Plate, for whole length			9·8			9·8
„ Attached to outside plating with Angle	7	3½	9·8	7	3½	9·8
SIDE STRINGER Angles 3 No.	6½	4	12·11	6½	4	12·11
„ ~~Bulb or~~ Intercostal Plate, for whole lng.						
„ Attached to outside plating with Angle	7	3½	9·8	7	3½	9·8
Spar, ~~or Awning~~ Deck Stringer Plates, breadth and thickness	53		11	53		11.
„ Angle on ditto	4 × 4 ×		9	4 × 4 ×		9.
„ ~~Tie Plates, fore and aft, outside Hatchways~~						
„ ~~Diagonal Tie Plates, No. of prs.~~						
„ Deck.* ~~Iron or~~ Steel, for whole lng.			8			8.
„ ~~Wood Deck. Material & thickness~~						
Main Deck Stringer Plate, breadth & thickness	53		10	53		10.
„ Angles on ditto, No. 2	4 × 4 ×		9	4 × 4 ×		9.
„ ~~Tie Plates, outside Hatchways~~						
„ ~~Diagonal Tie Plates, No. of prs.~~						
„ Deck.* ~~Iron or~~ Steel, for whole lng.			7·6			7·6.
„ Wood Deck. Material & thickness						
~~Lower Deck Stringer Plates, br'dth & thickn's~~						
„ ~~Angles on ditto, No.~~						
„ ~~Tie Plates, outside Hatchways~~						
„ ~~Deck.* Material and thickness~~						
~~Hold, or Orlop Stringer Plate, br'dth & thckn's~~						
„ ~~Angles on ditto, No.~~						
„ ~~Tie Plates, outside Hatchways~~						
„ ~~Deck. Material and thickness~~						
Poop Deck Stringer Plate, breadth & thickness	30		7	30		7
„ Angles on ditto	3 × 3 ×		7	3 × 3 ×		7.
„ ~~Tie Plates~~						
„ Deck. Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness	40		8.	40		8.
„ Angle on ditto	3½ × 3 ×		7	3½ × 3 ×		7.
„ ~~Tie Plates~~ under house only	12		7	12		7
„ Deck. Material and thickness Steel 6/20 and 3" Pine under house						
Forecastle Deck Stringer Plate, b'dth & th'kns	30		7	30		7
„ Angle on ditto	3 × 3 ×		7	3 × 3 ×		7
„ Tie Plates	12		7	12		7
„ Deck. Material and thickness P. Pine	3.		7	3		7

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number. In Vessel.	Number. Per Rule.	Thickness. ~~16ths~~ or 20ths.	STIFFENERS. Horizontal. Inches.	STIFFENERS. Vertical. Inches.	STIFFENERS. Spacing Inches.	Single or Double Frames.	Height up.
W. T. BULKHEADS	6	6	7 & 6	8 × 3 × 11/20 bs		48	Double	Spar Dk
PARTITION „				5 × 3½ × 8/20		30		
LONGITUDINAL „				4 × 3½ × 3½ × 8/20		30	In 'tween decks	

Are the outside Plates doubled two spaces of Frames in length? Yes, in Rule style.

Form No. 1C.

GRK 347-0016

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STRAKES.	PLATING. As in Ship. Amidship. Breadth. (Inches)	Amidship. Thickness. (16ths or 20ths)	Forward. Thickness.	Aft. Thickness.	Per Rule or as Approved. Amidship. Breadth. (Inches)	Per Rule Thickness.	RIVETING. Edges. Single or Double.	Breadth of Lap. (Inches)	Rivets. Diam. (Inches)	Rivets. Spacing cr. to cr. (Inches)	Butts. Double or Treble and for what Length.	Rivets. Diam.	Rivets. Spacing cr. to cr.	Straps. Breadth.	Straps. Thickness.	If Lapped. Breadth.	If Lapped. For what Length. (Feet)
Flat Plate Keel (If Bar Keel, state Riveting)	36	19	12	12	36	19	Dble	6	1	4	Dple ¾L	1.	3½			14½	Whole
Garboard or A Strake	54	13	11	11	54	13.	"	5¼	7/8	3½	Tble	7/8	3⅜			9	"
B (State actual thickness in way of Double Bottom.)	46	11	9	9	46	11	"	"	"	"	"	"	"			"	"
C	54	10	9	9	54	10.	"	"	"	"	"	"	"			"	"
D	46	11	9	9	46	11.	"	"	"	"	"	"	"			"	"
E	54	12	10	10	54	12	"	"	"	"	"	"	"			"	"
F	46	13	10	10	46	13.	"	"	"	"	"	"	"			"	"
G	54	12	10	10	54	12	"	"	"	"	"	"	"			"	"
H	54	11	9	9	54	11.	"	"	"	"	"	"	"			"	"
J	46	12	9	9	46	12	"	"	"	"	"	"	"			"	"
K	54	11	9	9	54	11.	"	"	"	"	"	"	"			"	"
Main DK sheerstrake L	46	13	9	9	46	13.	"	"	"	"	"	"	"			"	"
M	54	12	8	8	54	12	"	"	"	"	"	"	"			"	"
Spar DK sheerstrake N	40½	15	9	9	40½	15.	"	"	6	4	Dple ¾L	1.	3½			14½	"
~~O~~	The boss plates & plates above & below the same																
~~P~~	are 2/20" thicker than the plating at amidships.																
~~Q~~																	
Doubling of Flat Plate Keel																	
Length and thickness ~~of Bilges~~ / of Sheerstrakes / ~~of Strake below~~	at Ends of Bridge	13	16ft long		.	12.											
Poop Sides				7	7		Sgle	2⅜	¾	3	Dble	¾	2⅝			5	
Bridge Sides		7			7		"	"	"	"	"	"	"			"	
Forecastle Sides			7		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 Hallside, Dalzell, Lanarkshire, Glasgow, Clydebridge, Mossend & Parkhead.
Iron from Consett - Stockton - West Hartlepool.

Spar or Awning Stringer Plate { **Butts,** treble riveted for whole length amidship. / ~~**Straps,** single, double or~~ overlapped ~~for~~ Sple 1/2 ~~length amidship.~~
Main Stringer Plate { **Butts,** treble riveted for 1/2 length amidship. / ~~**Straps,** single, double or~~ overlapped for whole length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble ~~or~~ and double riveted? ✓
Inner Bottom Plating, riveting of **Edges** Dble & Sgle **Butts** Dble & Sgle
Centre Girder Butts, Treble riveted **Keelson Butts,** Treble riveted.
Frames, riveted through Plates with 7/8 in. Rivets, about 6⅞ apart.
Rivets, state whether Iron or Steel Iron.

FRAMES extend in one length from centre line to tank side ~~to~~ & from tank side to gunwale.
REVERSED FRAMES on floors and frames extend from margin plate to centre line & to spar & Main DKs alternately, all to Spar DK in way of 28ft hatchway & bridge. To spar DK on every frame in way of after peak (alternately to Forecastle DK). Equal to double in Engine & Boiler space from margin plate to margin plate.

MASTS, SPARS, &c.

	Material.	Total Length	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Angles. Size.	Riveting. Seams.	Riveting. Butts.
Lower Masts — Fore	Steel	56.11	20 + 7/20	18 + 7/20	16½ + 6/20		Two	–	–	Single	Tble & Dble
Lower Masts — Main	"	57.11.	20 + 7/20	18 + 7/20	16½ + 6/20		"	–	–	"	"
Lower Masts — Mizen											

Bowsprit
Topmasts, ~~Yards~~ and Remainder of **Spars** Pitch Pine
Rigging, Material and Size, **Shrouds** galvanized steel wire 3¼. **Stays** Galvd steel wire 4".
Sails. One Suit of – Sails, and the following spare sails

EQUIPMENT No. 35776. **LETTER** W. **ANCHORS.**

Number of Certificate.	Anchors.	Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Req. by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
42295 ~~36386~~	1st Bower	49 ~~50~~	3	7	–	–	–	42 ~~42~~	5 ~~7~~	3 ~~2~~	21 ~~21~~	50	0	0	~~Hastshorne Patent~~ ~~Reliance Patent~~	G. Hastshorne & Co ~~W. L. Byers & Co~~	Netherton 28/6/99. H Green Supt ~~Sunderland 27/4/99~~
36147	2nd	47	3	14	–	–	–	41	0	3	21	47	2	0	Reliance Patent	W. L. Byers & Co	Sunderland 24/5/99.
36117	3rd	45	0	0	–	–	–	39	5	0	0	45	0	0	do.	"	do 17/5/99
	Collective weight	142	2	21	See Secretary's letter M. 7/7/99							142	2	0			H. T. Welford Supt.
19714	Stream	12	1	20	3	0	10	14	6	1	0	12	0	0	Ordinary	H. P. Parkes & Co	Tipton 21/12/99 C. E. Perrins Supt.
41258	Kedge	6	0	19	1	1	23	8	10	0	0	6	0	0	do.	do	Netherton 25/10/99
	~~2nd Kedge~~																

(Patent state Name of Patentee.)
Drop & mechanical tests applied 28/6/99 27/5/99 by J. C. Craig Newcastle & 12/5/99 30/3/99 by C. E. Perrins Tipton H Green Supt.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable. Supplied.	Per Rule.	Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
19128	135	2 1/16	107 10 / 76 5	28.3.0	57.3.21	270 - 2 1/16	Stud link	H. P. Parkes & Co	29/4/99. Tipton
19129	135	2 1/16	do.	28.2.13. 57.1.13					" C. E. Perrins Supt.
~~Iron Stream Chain~~ or Steel Wire	90	4½	39			90 - 4½	Steel wire	Webster & Co.	

HAWSERS AND WARPS.

Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
Towline	100 / 20	4½ / 13	39 Tons / Spring	120 - 4½
Hawser	90	3¼	22.	90 - 3¼
Warp 2 No.	90	2½	13.	
Manilla 2 No.	90 / 75	9 / 5.		90 - 9

Boats 4 No.
Pumps, Number nine worked by Downton & 1 Hand do. for Fore Peak. Diameter of Barrel and Tail Pipe 5 and 3½ - and 4½ + 2¼
Windlass is Emerson Walker & Co Patent ~~**Capstan**~~ 5 Winches by R. Roger & Co.
Engine Room Skylights.—How constructed? of steel plates & angles.
What arrangements for deadlights in bad weather? Teak shutters with bulls eyes.
Coal Bunker Openings.—How constructed? Plates & angles & 9" bulb angles. How are lids secured? 3" hatches & tarpaulins. Height above deck? 9" spar DK, 45" Bridge.
Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** On each side, 6 scuppers & 6 ports viz 2 No. 34 × 21, 2 No. 26 × 22, 1 No. 27½ × 23, 1 No. 29 × 24
Ceiling in Holds, thickness and material 2½" white Pine. **Ceiling 'tween Decks,** thickness and material Pine 2" thick.
Cargo Hatchways.—How formed? of steel plates & angles. **Hatches,** If strong and efficient? Yes 3" thick.
State size **No. 1 Hatch** (Forward) 20.0 × 14.0 × 30 **No. 2 Hatch** 28.0 × 16.0 × 30 **No. 3 Hatch** 24.0 × 14.0 × 30 **No. 4 Hatch** 20.0 × 14.0 × 30
Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch One web plate in No. 1 & 4, two web plates in No. 2 & 3 and three fore & afters in each hatchway
No. of Breasthooks 8 & deep floors **No. of Crutches** 34 deep floors.
Bulwarks, height above deck and description 57 × 5/20 steel. Main Rail, material and size 6 × 3 × 7/20 bulb angle

The above is a correct description.
Builder's Signature (here only). Russell & Co. for J. Taylor
Surveyor's Signature H. P. Phillips
Surveyor to Lloyd's Register of British & Foreign Shipping.

Form No. 1C.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) 6/7/98 M. 6/8/98 M. ~~7/7/99 M.~~ 7/9/98 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 & the approved plans, of which the Photo-print of the Midship Section is now in the London office. Other drawings will be found with 1st Entry Report of Sister Vessels.
The workmanship is of good quality.
The hand pumps & watertight doors are in good working order.
The weather decks tested by water & hose with satisfactory results.
Steel plates are embedded in the cement under each sounding pipe.
The frames & reversed frames in the double bottom & the frames outside the cellular bottom between the half & three fourths length amidships in the straight part of the vessel have been joggled to dispense with frame liners to the outside strakes of plating. The spar main deck plating is also joggled at the landings.
The Keel has been built with a camber of ¾ inch.
Three reports on forgings, one rigging certificate, photo-print of Longl. section, pumping & rudder plans forwarded herewith.
This is a sister Vessel to the "S.S. Pharsalia" Greenock 1st Entry Report No. 15250.
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20 ft., ~~R.Q.D. or Break~~ ft., Bridge Dk. 72 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) 1 DK (Stl) and Spar DK (Stl) and deep framing
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 Yes.

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	112	309.	~~Fore peak tank,~~		
Double bottom, forward,	146	448.	After peak tank,		133
Double bottom, under Engines and Boilers,	36	128.	~~Midship deep tank,~~		
~~Double bottom, if under Engines only,~~			~~Other tanks, if fitted,~~		
~~Double bottom, if under Boilers only,~~		885	~~(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. 1961
Date 1st July 1898
~~Order for Ordinary Survey No.~~
Date
No. 444 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 } Built under Special Survey & Surveyed
2nd. On the plating during the process of riveting 1898:- Sep. 20. 23. Oct. 4. 10. 14. 24. 31. Nov. 7. 11. 18. 24. 30. Dec. 9. 13. 22. 1899:-
3rd. When the beams were in and fastened, and before the decks were laid } Jan. 10. 16. 23. 24. Feb. 1. 4. 7. 14. 23. Mar. 1. 7. 16. 21. 31. Apr. 12. 18. 24. 25. 26. May
4th. When the ship was complete, and before the plating was finally coated or cemented } 2. 4. 5. 12. 15. 22. 25. 31. June 1. 2. 7. 12. 16. 19. 23. 24. 28. 29. 30. July 1. 3.
5th. After the ship was launched and equipped Total No. of Visits 54

The amount of Entry Fee £5 : : Fees applied for, 4.7.1899 J.D.
Special Survey Fee £111 : 5 : 6 Received by me, 5.7.1899 J.D.
Travelling Expenses, if any £ : :
Certificate to be sent to

I am of opinion this Vessel should be Classed ✠ 100 A1
~~With or~~ without Freeboard, as condition of Class

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

Committee's Minute J.D.S. TUES. 11 JUL 1899
Character assigned ✠ 100 A1 Steel Spar dk
a + LMC + LMC 7.99

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

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