

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 12859.

Port of Glasgow Date of completion of Report 22nd November 1900 Received at London Office
Survey held at Port Glasgow Date, First Survey 15th January 1900 Last Survey 12th November 1899
On the SS. LUISE Rig SchoonerTONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.

Total under Upper Dk.

Do. of Poop 94.11
Do. of Bridge House 68.58
Do. of Forecasts 46.06
Do. of Houses on Deck 4.08
Do. of excess of Hatchways 48.95
Do. above Crown of
Engine Room 40.32
Gross Tonnage 3330.81
Less Crew Space 91.80
Less above Crown of
Engine Room 40.32
TONNAGE FOR FEES... 3218.69
Less Engine Room 1065.86
Less Navigation Spaces 38.14Register Tonnage
as cut on Beam...SPAR, ~~AWNING OR PART AWNING-DECKED~~ VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS 100A1 SPAR DkHalf Breadth (moulded) 22.7
Depth from upper part of keel to top of Main Deck Beams 19.49
Girth of Half Midship Frame (as per Rule) 38.56
1st Number 80.45
Length 328.00
2nd Number 26486
Proportions—Breadths to Length 7.22
Depths to Length—Main Deck to top of Keel 16.82

Destined Voyage

Savannah

If Surveyed while Building, Afloat, or in Dry Dock

Master

Menzell

Year of Appointment

(1) As Master in service of
owner of present vessel:—18
(2) As Master of this
vessel:—1900

Built at

Port Glasgow

When built

1900

Launched

8th Oct^r 1900

By whom built

W. Hamilton & Co

Owners

Hensburger Dampfer Compagnie

Managers

H. Schuldt

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

Residence

Hensburg

Port belonging to

HensburgLENGTH on Deck as per Rule... 328.0 Feet. Inches. BREADTH Moulded... 45.5 Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Do. do. Main Deck Beams... 24.16 Feet. Inches. Power of Engines 300 Horse. No. of Decks with flat laid Two No. of Tiers of Beams TwoDimensions of Ship per Register, Length 330.6 breadth 45.7 depth 23.9 Spar or Awning Dk. Moulded depth, ft. 18 ins. 6 1/2 To Main Dk. Round up of Beam, Main Dk. 11 1/2 ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
es, or <u>7</u> or <u>8</u> Bars, for $\frac{1}{2}$ length	<u>5 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>5 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>5 1/2</u>	<u>3 1/2</u>
ships	<u>5 1/2</u>	<u>3 1/2</u>	<u>4</u>	<u>5 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>5 1/2</u>	<u>3 1/2</u>
each end	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.7</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.7</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. in way of Double Bottoms at Solid Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.7</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.7</u>	<u>3 1/2</u>	<u>3 1/2</u>
at intermdt. Bkts.								
Distance of Frames from moulding edge to		<u>24</u>		<u>24</u>				
moulding edge, all fore and aft	<u>6 3/2</u>	<u>3 1/2</u>	<u>8</u>	<u>6 3/2</u>	<u>3 1/2</u>	<u>8</u>	<u>6 3/2</u>	<u>3 1/2</u>
REVERSED FRAME, Angles	<u>6 3/2</u>	<u>3 1/2</u>	<u>8</u>	<u>6 3/2</u>	<u>3 1/2</u>	<u>8</u>	<u>6 3/2</u>	<u>3 1/2</u>
DEEP FRAMING, depth of girder		<u>8 1/2</u>		<u>8 1/2</u>				
FLOORS, depth and thickness of Floor Plate		<u>8 1/2</u>		<u>8 1/2</u>				
at mid-line for $\frac{1}{2}$ length amidships		<u>8 1/2</u>		<u>8 1/2</u>				
in way of Engines and Boilers		<u>all parts of double bottom</u>		<u>men said 1/20" in boiler</u>				
thickness at the ends of vessel		<u>6 1/4</u>		<u>6 1/4</u>				
depth at $\frac{1}{2}$ the half bath, as per Rule	<u>40</u>	<u>24</u>	<u>3/8</u>	<u>40</u>	<u>24</u>	<u>3/8</u>	<u>40</u>	<u>24</u>
height extended at the Bilges	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>
FLOORS & BRACKETS, in Cell Dble Bottoms	<u>40</u>	<u>24</u>	<u>3/8</u>	<u>40</u>	<u>24</u>	<u>3/8</u>	<u>40</u>	<u>24</u>
Distance apart	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>
CENTRE GIRDER, in Double bottom, depth	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>
and thickness	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>	<u>40</u>	<u>11</u>
Angles, Top	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>
Angles, Bottom	<u>4 1/2</u>	<u>4 1/2</u>	<u>10</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>10</u>	<u>4 1/2</u>	<u>4 1/2</u>
SIDE GIRDERS, number and thickness	<u>Two</u>	<u>3 1/2</u>	<u>4</u>	<u>Two</u>	<u>3 1/2</u>	<u>4</u>	<u>Two</u>	<u>3 1/2</u>
Angles	<u>3 1/2</u>	<u>3 1/2</u>	<u>4</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>4</u>	<u>3 1/2</u>	<u>3 1/2</u>
MARGIN PLATE, depth (exclusive of flange)	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>
and thickness	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>	<u>30</u>	<u>8</u>
Angles	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>
INNER BOTTOM PLATING, breadth and	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>
thickness of Middle Line Strake	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>	<u>48</u>	<u>9</u>
thickness in Engine and Boiler space		<u>9x10</u>		<u>9x10</u>				
Remainder in Holds	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>
BEAMS, Spar or Awning Deck, Single Angle,	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>
Bulb Angle, Plate or Tee Bulb	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>
Angles on upper edge		<u>24</u>		<u>24</u>				
Average space		<u>11</u>		<u>11</u>				
BEAMS, Main Deck, Single Angle, Bulb		<u>11</u>		<u>11</u>				
Angle, Plate or Tee Bulb	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>
Angles on upper edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>
Average space		<u>48</u>		<u>48</u>				
BEAMS, Lower Deck, Single Angle, Bulb	<u>8</u>	<u>3</u>	<u>12</u>	<u>8</u>	<u>3</u>	<u>12</u>	<u>8</u>	<u>3</u>
Angle, Plate or Tee Bulb	<u>8</u>	<u>3</u>	<u>12</u>	<u>8</u>	<u>3</u>	<u>12</u>	<u>8</u>	<u>3</u>
Angles on upper edge		<u>24</u>		<u>24</u>				
Average space		<u>24</u>		<u>24</u>				
BEAMS, Hold, or Orlop, Plate or Tee Bulb		<u>24</u>		<u>24</u>				
Angles on upper edge		<u>24</u>		<u>24</u>				
Average space		<u>24</u>		<u>24</u>				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>
or Tee Bulb	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>
Angles on upper edge		<u>24</u>		<u>24</u>				
Average space		<u>24</u>		<u>24</u>				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>
or Tee Bulb	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>3</u>
Angles on upper edge		<u>24</u>		<u>24</u>				
Average space		<u>24</u>		<u>24</u>				
BEAMS, Forecastle Deck, Angle, Bulb Angle,	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>
Plate or Tee Bulb	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>	<u>11</u>	<u>8</u>	<u>3</u>
Angles on upper edge	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>
Average space		<u>48</u>		<u>48</u>				
PILLARS, In tween Deck, size and spacing	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>	<u>2 1/4 dia. 48"</u>
Hold	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>	<u>4 dia. 48"</u>
Quarter, tween Dks.	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>	<u>2 1/4 dia. 96"</u>
in Hold	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>	<u>4 dia. 96"</u>
WEB FRAMES, In Fore Body, No. and spacing	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
breadth & thickness	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
No. of Side Stringers	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
WEB FRAMES, In E. & B. Space, No. & spacing	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
breadth & thickness	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
WEB FRAMES, In After Body, No. and spacing	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
breadth & thickness	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
No. of Side Stringers	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>	<u>32</u>	<u>Two</u>	<u>5</u>
Size of Angles or Tee Bars to Web Frames	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</u>
BRACKET PLATES to Stringers	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>
Web Frames, depth and thickness	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>	<u>36</u>	<u>8</u>

FORGINGS AND CASTINGS.

		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule Appro	14th 20
KEEL, Bar or Side Plates, depth and thickness		11 x 2 1/2			11 x 2 1/2		
STEM, moulding and thickness		10 x 6			10 x 6		
STERN-POST for Rudder do. do.		10 x 6			10 x 6		
" " for Propeller		8 1/2			8 1/2		
MAIN PIECE of Rudder, diameter at head		6 1/2			6 1/2		
" " " " do. at heel		6 1/2			6 1/2		
RUDDER, how constructed		Built iron frame, Single plate					
Can the Rudder be unshipped afloat?		Yes					
KEELSONS AND STRINGERS.							
CENTRE LINE KEELSON, Vertical Plate above							
floors, Through Plate, or Intercoastal Plate							
" Rider Plate							
" Bulb Plate to Intercoastal Keelson							
" Horizontal Plates on Floors							
" Angles							
SIDE KEELSON, Angles							
" Bulb or Plate above floors, for							
" Intercoastal Plate, for							
" Attached to outside plating with Angle							
BILGE KEELSON, Angles		6 1/2	4 1/2	9	6 1/2	4 1/2	9
" Bulb or Plate above floors, for							
" Intercoastal Plate, for							
" Attached to outside plating with Angle							
BILGE STRINGER Angles		6 1/2	4 1/2	12	6 1/2	4 1/2	12
" Bulb Plate, for							
" Intercoastal Plate, for							
" Attached to outside plating with Angle							
SIDE STRINGER Angles		6 1/2	4 1/2	12	6 1/2	4 1/2	12
" Bulb or Intercoastal Plate, for							
" Attached to outside plating with Angle							
Spar, or Awning Deck Stringer Plates,		52	10		52	10	
" breadth and thickness							
" Angle on ditto		4 x 4	9		4 x 4	9	
" Tie Plates, fore and aft, outside Hatchways							
" Diagonal Tie Plates, No. of pss.							
" Deck, * Iron or Steel, for				3/8			3/8
" Wood Deck, Material & thickness							
Main Deck Stringer Plate, breadth & thickness		68	10		68	10	
" Angles on ditto, No.		4 x 4	9		4 x 4	9	
" Tie Plates, outside Hatchways		4 x 4	9		4 x 4	9	
" Diagonal Tie Plates, No. of pss.							
" Deck, * Iron or Steel, for				1/2			1/2
" Wood Deck, Material & thickness							
MAIN. Lower Deck Stringer Plates, breadth & thickness		8 1/2	12		8 1/2	12	
" Angles on ditto, No.		4 x 4	10		4 x 4	10	
" Tie Plates, outside Hatchways							
" Deck, * Material and thickness							
Hold, or Orlop Stringer Plate, breadth & thickness							
" Angles on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck, * Material and thickness							
Poop Deck Stringer Plate, breadth & thickness		36	8		36	8	
" Angles on ditto		3 1/2 x 3 1/2	8		3 1/2 x 3 1/2	8	
" Tie Plates							
" Deck, Material and thickness							
Bridge Deck Stringer Plate, breadth & thickness		36	8		36	8	
" Angles on ditto		3 1/2 x 3 1/2	8		3 1/2 x 3 1/2	8	
" Tie Plates		12	4		12	4	
" Deck, Material and thickness							
Forecastle Deck Stringer Plate, breadth & thickness		36	8		36	8	
" Angles on ditto		3 1/2 x 3 1/2	8		3 1/2 x 3 1/2	8	
" Tie Plates		18	9		18	9	
" Deck, Material and thickness							

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.		STRAIPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.	
Inches.	16ths or 20ths.	16ths or 20ths.	16ths or 20ths.	Inches.	16ths or 20ths.	Inches.	Inches.	Inches.	Y.L.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.			
FLAT PLATE KEEL	36	19	12	12	36	19	Double	6	1	14	Double	1	3 1/2	-	-	14	Whole.	
(If Bar Keel, state Riveting)	36	13	11	11	36	13	-	5 1/4	7/8	3 3/8	Double w.t.	7/8	3 3/8	-	-	9	-	
GARBOARD OF A Strake ...	53	10	9	9	54	10	-	-	-	-	-	-	-	-	-	-	-	
State actual thickness in way of Double Bottom.	B	46	11	9	9	46	11	-	-	-	-	-	-	-	-	-	-	
C	54	10	9	9	54	10	-	-	-	-	-	-	-	-	-	-	-	
D	47	11	9	9	46	11	-	-	-	-	Quad. & Sub.	3 1/2	23/8	-	-	10 1/2	9	
E	53 1/2	11	9	9	54	11	-	-	-	-	Sub. w.t.	3 3/8	-	-	-	9	-	
F	45 1/2	12	9	9	46	12	-	-	-	-	-	-	-	-	-	-	-	
G	54	11	9	9	54	11	-	-	-	-	-	-	-	-	-	-	-	
H	46	12	9	9	46	12	-	-	-	-	-	-	-	-	-	-	-	
J	54	11	9	9	54	11	-	-	-	-	-	-	-	-	-	-	-	
K	42	13	9	9	42	13	-	-	-	-	-	-	-	-	-	-	-	
Mam Sheer.	L	54	12	9	9	54	12	-	-	-	-	-	-	-	-	-	-	
Span Sheer.	M	40	15	10	10	40	15	-	-	-	-	1	3 1/2	-	-	10 1/2	-	
N	O	Shell plates on stern post one of midship thickness																
P	Q	Boss plates are one twentieth thicker than midship plating.																
DOUBLE OF Flat Plate Keel																		
Length and thickness of Bilges	32	12	(16 feet length each end of midship)				32	12										
of Sheerstrakes.																		
of Strake below																		
POOP SIDES	9 1/2			7		4	Single	2 1/2	3/4	3	Double	3/4	2 3/8	-	-	5	Whole	
BRIDGE SIDES				7		9 1/2	-	-	-	-	-	-	-	-	-	-	-	
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.?

Simons Portland Process
Glasgow, Clydebridge, Dalzell, Messend,
Gallardi, Calderbank,

Spar or Awning Butts, treble riveted for *Whole* length amidship.
Stringer Plate Straps, single, double or overlapped for *full* length amidship.
Main Stringer Plate Butts, treble riveted for *Whole* length amidship.
 Straps, single, double or overlapped for *full* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *Double*
Inner Bottom Plating, riveting of Edges *Double & Single* Butts *Double*
Centre Girder Butts, *Treble* riveted **Keelson Butts**, *Treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/4* apart.
Rivets, state whether Iron or Steel. *Iron*

FRAMES extend in one length from *middle line* to *margin plate*, and from *margin plate* to *gunwale*.
REVERSED FRAMES on floors and frames extend from *middle line* to *margin plate*; *margin plate* to *gunwale*, alternately to *gunwale* deck; double on floors in *8 ft* spaces, and double on alternate frames to *gunwale* in way of *8 ft* hatch.

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	68-0	17 3/4 x 1/2	13 1/4 x 5/8	15 x 1/2		Two			Single	Sub & Round
Main	"	62-0	16 x 1/2	14 x 5/8	13 1/4 x 1/2						
Mizen											
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.	<i>Iron</i>	Suit of									

EQUIPMENT No. *33955* LETTER *V*

ANCHORS.

Number of Certificate.	Anchor.	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. cwt. qrs. lbs.	Cwts. qrs. lbs.			
39412	1st Bower	44 3 4	Stockless	41 0 3 21	44 2 0	Rebance Patent	Pryens 86°	Std. 5/9/00 Ulford
39529	2nd "	44 2 0	"	40 16 0 1	44 2 0	"	"	" 23/9/00 "
39383	3rd "	40 2 0	"	36 2 2 0	40 1 0	"	"	" 31/8/00 "
	Collective weight	135 3 4			135 1 0			
14346	Stream	20 1 0	"	20 19 1 14	11 2 0	Lion Stockless	Jabbot 86°	Low loaden 31/4/00 Buller
14344	Kedge	5 3 14	1 2 0	8 2 3 4	5 2 0	Rodgers	"	19/4/00 Lindale
	2nd Kedge							

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.									
9209	135	2"	100 1/2	2 1/2-2 1/4	538-3-0	2 1/2-2	Steel	Jabbot 86°	Low Walker 31/4/00 Buller	TOWLINE Steel	105	1 1/2	33	105-1 1/2
8949	120	2"	80	2 1/2-2 1/4					10 5/100	HAWSER Steel	90	3/4	22	90-3/4
9210	15	2"	80	31-2-0					31/400	WARP	90	2 3/4	15 1/2	90-2 3/4
Iron Stream Chain or Steel Wire }	90	4 1/2	39			90-4 1/2	Steel				90	2 1/4	15 1/2	90-2 1/4

Boats *Four*
Pumps, Number *One* *Downston pump to hold some hand pump to* Diameter of Barrel and Tail Pipe *Downston pump 4 1/2 3/4. Hand pump 4 1/2 2*
Windlass is *Steam* *Capstan home*, *Steam* *Winches*
Engine Room Skylights.—How constructed? *of Lead on steel comings*
 What arrangements for deadlights in bad weather? *Solid lead shutters and Mulls up lights.*
Coal Bunker Openings.—How constructed? *Steel comings* How are lids secured? *bolts & cleats.* Height above deck? *8" bulb*
 Number of **Scuppers**, and number and dimensions of **Freeing Ports**, &c. *From scupper each side, From ports each side 2 1/2-2 5/8 x 1 1/2*
Ceiling in Holds, thickness and material *2 1/2 W.P. & R.P.* **Ceiling 'tween Decks**, thickness and material *2 W.P.*
Cargo Hatchways.—How formed? *Steel plates and Angles* **Hatches**, If strong and efficient? *Yes 2 1/2 Solid*
 State size **No. 1 Hatch** (Forward) *24-0 x 16-0 x 4-2* **No. 2 Hatch** *28-0 x 15-11 x 4-2* **No. 3 Hatch** *26-0 x 15-10 x 2-4* **No. 4 Hatch** *24-0 x 15-10 x 2-4*
 Number of **Web Plates**, **Shifting Beams** and **Fore and Afters** to each Hatch *Two web plates to each hatchway, Three fore & afters to each hatch*
No. of Breasthooks *Eight* **No. of Crutches** *Four*
Bulwarks, height above deck and description *48 x 1/20, and bulb slaps 7 x 6/20* **Main Rail**, material and size *6 x 3 x 1/2 B.R. and half round, iron*
 The above is a correct description.
 Builder's Signature (here only) *William Hamilton & Co* Surveyor's Signature *Amos Craik*
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 27 NOV 1900

M 7/4/98, 25/4/98, 3/8/99, 19/4/99, 26/4/99, 9/8/99, E 15/4/98, M 2/10/00, 8/10/00.

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 plans.*

The materials and workmanship are of good quality.

The Downton pump to holds, and hand pump to fore peak, have been examined and found to work satisfactorily.

Iron plates are embedded in the cement under the sounding pipes.

The Pumper and Tunnel WT doors have been examined and found to work satisfactorily.

Three forging reports are appended hereto.

This vessel has been built with 1/2 inch camber in the keel.

The landing edges of the outside strakes of shell plating, excepting the keel plate & shrouds at the spar deck are jagged satisfactorily.

This is a steam vessel to the S.S. "Pomona" Svk Report No. 12744.
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *30 1/2* ft., R.Q.D. or Break *✓* ft., Bridge Dk *118.0* ft., F'castle *38.62* 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) *Spar Dk (steel) 2 tr. M. and dup framing*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *by Portland cement & Paint* Outside *by Paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>And under engine</i>	<i>114</i>	<i>321</i>	Fore peak tank, <i>✓</i>	<i>✓</i>	
Double bottom, forward,	<i>144</i>	<i>406</i>	After peak tank, <i>✓</i>	<i>✓</i>	<i>44</i>
Double bottom, under Engines and Boilers,	<i>✓</i>		Midship deep tank, <i>✓</i>	<i>✓</i>	
Double bottom, if under Engines only,	<i>✓</i>		Other tanks, if fitted, <i>✓</i>	<i>✓</i>	
Double bottom, if under Boilers only,	<i>✓</i>		(If necessary, furnish further information by sketch.) <i>✓</i>	<i>✓</i>	

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

Order for Special Survey No. <i>2034</i>	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	<i>1900 Jan 15. 18. 26. 29. Feb 1. 5. 7. 13. 16. 19. 21. 26. 28. Mar 2. 6</i>
Date <i>9th Oct 1899</i>		2nd. On the plating during the process of riveting	<i>7. 9. 12. 14. 16. 21. 26. 28. 30 April 2. 4. 12. 16. 18. 20. 23. 25. 30. May</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>4. 7. 10. 11. 18. 21. 23. 25. 28. 30 June 4. 8. 11. 13. 18. 20. 22. 25. 27. 29.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>July 3. 18. 23. 25. 27. 30. Aug 1. 3. 8. 10. 13. 15. 16. 21. 23. 24. 27. 29. 31. Sep 4. 5. 10</i>
<i>149</i> in builder's yard		5th. After the ship was launched and equipped	<i>13. 19. 24. 26. Oct 3. 5. 8. 20. Nov 4. 9. 12. Total No. of Visits <i>85</i></i>

Amount of Entry Fee *5* : " : " Fees applied for, *22. 11. 1899 Phil.*
Special Survey Fee *100* : 9 : 6 Received by me, *23. 11. 1899.*
Travelling Expenses, if any £ " : " : "

Certificate to be sent to *Glasgow*

I am of opinion this Vessel should be Classed *100 A1. Steel. Spar Dk.*
With, or without Freeboard, as condition of Class

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

Committee's Minute *Glasgow. 26 NOV. 1900*

Character assigned *100 A1. Steel. Spar dk. with freeboard. A.C.P.*

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

29/11/00

12/21
GRW 353-0121