

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 12885

SAT. JAN 5 1901

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

Yes

Port of Greenock Date of completion of Report 27th December 1900 Received at London Office
Survey held at Port Glasgow & Greenock Date, First Survey 12th January 1900 Last Survey 18th December 1890
the Skid Screw Steamer "ALBERTA" Rig Schooner, 2 masts.

TONNAGE under
on Deck...
between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.

1 under Upper Dk. 3642.92
of Poop 70.85
of Bridge House 2.64
of Forecasts 61.77
of Houses on Deck 67.80
of excess of Hatchways 28.80
above Crown of 78.86
Engine Room 6.11
Loss Tonnage 3959.75
Crew Space 86.41
above Crown of 78.86
Engine Room 3794.48
TONNAGE FOR FEES...
Loss Engine Room 1267.12
Loss Navigation Spaces 29.76

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

CLASS 100 A.1.

FEET.
Half Breadth (moulded) 24.79
Depth from upper part of keel to top of Main Deck Beams 21.46
Girth of Half Midship Frame (as per Rule) 42.68
1st Number 88.93
Length 343.0
2nd Number 30502.99
Proportions—Breadths to Length 6.91
Depths to Length—Main Deck to top of Keel 15.98

Master A. Bussanich
Year of Appointment 1900

Built at Port Glasgow
When built 1900 Launched 21st Nov 1900
By whom built Russell & Co.
Owners Franklin Cosulich
Managers Trick
Residence Trick
Port belonging to Trick

Register Tonnage
as cut on Beam...

2576.46

Destined Voyage Norfolk

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
as per Rule...	<u>343</u>	<u>0</u>	Moulded.	<u>49</u>	<u>7</u>	Do. do. Main Deck Beams	<u>25</u>	<u>11</u>	Engines		No. of Tiers of Beams
							<u>17</u>	<u>11</u>			

Dimensions of Ship per Register, Length 344.8 breadth 49.85 depth 25.9 Spar or Awn. Dk. Moulded depth, ft 20 ins. 5 To Main Dk. Round up of } 12 ins.
Main Deck.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or L, C or L Bars, for 1/2 length amidships	<u>5 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>5 1/2</u>	<u>3 1/2</u>
Do. for 1/2 at each end	<u>5 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>5 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</u>	<u>3 1/2</u>	<u>3 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>6</u>	<u>3 1/2</u>	<u>8</u>	<u>6</u>	<u>3 1/2</u>
REVERSED FRAME, Angles	<u>8 1/2</u>			<u>8 1/2</u>	
DEEP FRAMING, depth of girder		<u>24</u>			<u>24</u>
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships		<u>11</u>			<u>11</u>
in way of Engines and Boilers		<u>11</u>			<u>11</u>
thickness at the ends of vessel		<u>11</u>			<u>11</u>
depth at 1/2 the half bath, as per Rule		<u>11</u>			<u>11</u>
height extended at the Bilges		<u>11</u>			<u>11</u>
FLOORS & BRACKETS, in Cell Dble Bottoms		<u>11</u>			<u>11</u>
Distance apart		<u>11</u>			<u>11</u>
CENTRE GIRDER, in Double bottom, depth and thickness	<u>4 1/2</u>	<u>11</u>	<u>4 1/2</u>	<u>11</u>	<u>11</u>
Angles, Top	<u>4 1/2</u>	<u>11</u>	<u>4 1/2</u>	<u>11</u>	<u>11</u>
Angles, Bottom	<u>4 1/2</u>	<u>11</u>	<u>4 1/2</u>	<u>11</u>	<u>11</u>
SIDE GIRDERS, number and thickness	<u>3 1/2</u>	<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>3 1/2</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>
MARGIN PLATE, depth (exclusive of flange) and thickness	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>
Angles	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>3 1/2</u>	<u>11</u>	<u>10</u>	<u>3 1/2</u>	<u>11</u>
thickness in Engine and Boiler space		<u>11</u>	<u>10</u>		<u>11</u>
Remainder in Holds	<u>9</u>	<u>5 1/2</u>	<u>10</u>	<u>9</u>	<u>5 1/2</u>
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>12</u>	<u>6 1/2</u>	<u>10</u>	<u>12</u>	<u>6 1/2</u>
Angles on upper edge	<u>48</u>			<u>48</u>	
Average space	<u>48</u>			<u>48</u>	
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>8 1/2</u>	<u>3</u>	<u>12</u>	<u>8 1/2</u>	<u>3</u>
Angles on upper edge	<u>48</u>			<u>48</u>	
Average space	<u>48</u>			<u>48</u>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>7</u>	<u>3</u>	<u>8</u>	<u>7</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 or Tee Bulb	<u>8 1/2</u>	<u>3</u>	<u>12</u>	<u>8 1/2</u>	<u>3</u>
Angles on upper edge	<u>48</u>			<u>48</u>	
Average space	<u>48</u>			<u>48</u>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>2 3/4</u>	<u>48</u>	<u>2 3/4</u>	<u>48</u>	<u>48</u>
Angles on upper edge	<u>48</u>			<u>48</u>	
Average space	<u>48</u>			<u>48</u>	
PILLARS, In tween Deck, size and spacing	<u>4</u>	<u>96</u>	<u>4</u>	<u>96</u>	<u>96</u>
Hold	<u>4</u>	<u>96</u>	<u>4</u>	<u>96</u>	<u>96</u>
Quarter, tween Dks.	<u>4</u>	<u>96</u>	<u>4</u>	<u>96</u>	<u>96</u>
in Hold	<u>4</u>	<u>96</u>	<u>4</u>	<u>96</u>	<u>96</u>
WEB FRAMES, In Fore Body, No. and spacing	<u>22</u>	<u>8</u>	<u>22</u>	<u>8</u>	<u>8</u>
No. of Side Stringers	<u>22</u>	<u>8</u>	<u>22</u>	<u>8</u>	<u>8</u>
WEB FRAMES, In E. & B. Space, No. & spacing	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
brdth. & thickness	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
WEB FRAMES, In After Body, No. and spacing	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
brdth. & thickness	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
No. of Side Stringers	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
Size of Angles or Tee Bars to Web Frames	<u>4</u>	<u>3 1/2</u>	<u>8</u>	<u>4</u>	<u>3 1/2</u>
BRACKET PLATES to Stringers between Web Frames, depth and thickness					

FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
KEEL, Bar or Side Plates, depth and thickness	<u>11</u>	<u>2 3/4</u>	<u>11</u>	<u>2 3/4</u>	<u>11</u>
STEM, moulding and thickness	<u>11</u>	<u>6 1/2</u>	<u>11</u>	<u>6 1/2</u>	<u>11</u>
STERN-POST for Rudder do. do.	<u>11</u>	<u>6 1/2</u>	<u>11</u>	<u>6 1/2</u>	<u>11</u>
for Propeller	<u>9</u>	<u>6 3/4</u>	<u>9</u>	<u>6 3/4</u>	<u>9</u>
MAIN PIECE of Rudder, diameter at head do. at heel	<u>9</u>	<u>6 3/4</u>	<u>9</u>	<u>6 3/4</u>	<u>9</u>
RUDDER, how constructed	<u>Forged single plate</u>				
Can the Rudder be unshipped afloat?	<u>Yes</u>				
KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
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 length					
Intercoastal Plate, for length					
Attached to outside plating with Angle	<u>6 1/2</u>	<u>4 1/2</u>	<u>8</u>	<u>6 1/2</u>	<u>4 1/2</u>
BILGE KEELSON, Angles at ends	<u>6 1/2</u>	<u>4 1/2</u>	<u>8</u>	<u>6 1/2</u>	<u>4 1/2</u>
Bulb or Plate above floors, for length					
Intercoastal Plate, for length					
Attached to outside plating with Angle	<u>6 1/2</u>	<u>4 1/2</u>	<u>11</u>	<u>6 1/2</u>	<u>4 1/2</u>
BILGE STRINGER Angles	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>
Bulb Plate, for length	<u>7 1/2</u>	<u>3 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>3 1/2</u>
Intercoastal Plate, for whole length	<u>7 1/2</u>	<u>3 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>3 1/2</u>
Attached to outside plating with Angle	<u>7 1/2</u>	<u>3 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>3 1/2</u>
SIDE STRINGER Angles	<u>18</u>	<u>10</u>	<u>18</u>	<u>10</u>	<u>18</u>
Bulb or Intercoastal Plate, for whole length	<u>7 1/2</u>	<u>3 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>3 1/2</u>
Attached to outside plating with Angle	<u>7 1/2</u>	<u>3 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>3 1/2</u>
Spar, or Awning Deck Stringer Plates, breadth and thickness	<u>54</u>	<u>11</u>	<u>54</u>	<u>11</u>	<u>11</u>
Angle on ditto	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>
Tie Plates, fore and aft, outside Hatchways					
Diagonal Tie Plates, No. of prs.					
Deck, Iron or Steel, for whole length					
Wood Deck, Material and thickness					
Main Deck Stringer Plate, breadth & thickness	<u>54</u>	<u>10</u>	<u>54</u>	<u>10</u>	<u>10</u>
Angles on ditto, No. 2	<u>4</u>	<u>4</u>	<u>9</u>	<u>4</u>	<u>4</u>
Tie Plates, outside Hatchways					
Diagonal Tie Plates, No. of prs.					
Deck, Iron or Steel, for whole length					
Wood Deck, Material and thickness					
Lower Deck Stringer Plates, breadth & thickness					
Angles on ditto, No.					
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	<u>30</u>	<u>7</u>	<u>30</u>	<u>7</u>	<u>7</u>
Angles on ditto	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>
Tie Plates					
Deck, Material and thickness	<u>40</u>	<u>5</u>	<u>40</u>	<u>5</u>	<u>5</u>
Bridge Deck Stringer Plate, breadth & thickness	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>3 1/2</u>
Angle on ditto	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>3 1/2</u>
Tie Plates					
Deck, Material and thickness	<u>30</u>	<u>7</u>	<u>30</u>	<u>7</u>	<u>7</u>
Forecastle Deck Stringer Plate, breadth & thickness	<u>30</u>	<u>7</u>	<u>30</u>	<u>7</u>	<u>7</u>
Angle on ditto	<u>12</u>	<u>7</u>	<u>12</u>	<u>7</u>	<u>7</u>
Tie Plates					
Deck, Material and thickness	<u>30</u>	<u>7</u>	<u>30</u>	<u>7</u>	<u>7</u>

Are the outside Plates doubled two spaces of Frames in length? Yes Rule Style

GRK 354-0087

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.										
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	RIVETS.		STRAPS.		IF LAPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	20	13	13	36	20	Double	6	1	4	4 R. 3/8"	1	3 1/2	14	Whole L				
GARBOARD OR A Strake	36	15	12	12	36	15	"	6	5/8"	7/8	4. 3/8" R. 1/2"	1	3 1/2	10 1/2	"				
State actual thickness in way of Double Bottom.	B	46	11	9	9	46	11	"	5 1/4"	7/8	3 3/8"	"	7/8	3 3/8"	9				
C	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"				
D	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"				
E	46	11	9	9	46	11	"	"	"	"	"	"	"	"	"				
F	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
G	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
H	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
J	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
K	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
L	46	12	9	9	46	12	"	"	"	"	"	"	"	"	"				
Main Sheer	M	46	13	9	9	46	13	"	5 1/2"	7/8	1 3/8"	4	"	"	"				
N	57	11	9	9	57	11	"	"	"	"	"	"	"	"	"				
Span Sheer	O	41	15	10	10	41	15	"	6	1	4	4 R. 3/4"	1	3 1/2	14				
P																			
Q																			
Length of plates = 8 x 12 Spaces of frames.																			
Double of Flat Plate Keel																			
Length and thickness of Sheerstrakes of Strake below	12	16 ft long.																	
POOP SIDES	7	7																	
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. <i>Siemens Martin Steel.</i>																			
Spar or Awning Butts, riveted for <i>Half</i> length amidship.																			
Stringer Plate Butts, <i>single</i> or <i>double</i> overlapped for <i>whole</i> length amidship.																			
Main Stringer Butts, treble riveted for <i>whole</i> length amidship.																			
Plate Butts, <i>single</i> or <i>double</i> overlapped for <i>whole</i> length amidship.																			
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?																			
Inner Bottom Plating, riveting of Edges <i>Double</i> Butts <i>Double</i>																			
Centre Girder Butts, <i>Double</i> riveted <i>Keelson</i> Butts, <i>Double</i> riveted.																			
Frames, riveted through Plates with <i>7/8</i> in. Rivets, about <i>6 1/2</i> apart.																			
Rivets, state whether Iron or Steel <i>Chen.</i>																			
FRAMES extend in one length from <i>Centre line</i> to <i>tank side</i> & from <i>tank side</i> to <i>gunwale</i> .																			
REVERSED FRAMES on floors and frames extend from <i>Middle line</i> to <i>Main</i> & <i>Span</i> <i>1/2</i> all to <i>Span</i> .																			
In way of 28 ft butthways and 5 in additional in way of Bridge frames. At ends as per rule. Equal to 10 ft in E.D. Space.																			
MASTS, SPARS, &c.																			
Material. Total Length. At Partners. Heel. Hounds. * Head. No. of Plates in round. ANGLES. Riveting. Seams. Butts.																			
LOWER MASTS...	Fore	Steel	57. 0 1/2	20 x 7/16	18 x 5/16	16 1/2 x 7/16	Two	Single	Double	Double	Double	Double	Double	Double	Double	Double			
	Main	Steel	57. 11	"	"	"	"	"	"	"	"	"	"	"	"	"			
	Mizen	Steel	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
Bowsprit. Topmasts, Yards and Remainder of Spars <i>R. Pin.</i>																			
Rigging, Material and Size, Shrouds <i>S. S. 17. 3/4</i>																			
Sails. <i>One complete</i> Suit of <i>main</i> , <i>Schooner</i> , Sails, and the following <i>spare</i> sails.																			
EQUIPMENT No. <i>37745</i> LETTER <i>20</i> ANCHORS. <i>Mechanical</i> <i>Lock</i> by <i>J. H. Mack</i> <i>2 1/2</i> ton <i>30</i> ton <i>J. C. Craig</i> <i>24</i> ton <i>18</i> ton																			
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.																			
39382	1st Bower	# 50	2	21	✓	42	16	3	14	50	0	0	Rebaine	Stockton	J. L. Payne & Co	3 1/2	100	H. J. Melfor	
39317	2nd "	# 48	2	0	✓	41	8	3	0	50	0	0	"	"	"	"	"		
39210	3rd "	# 45	1	14	✓	39	9	2	21	42	2	0	"	"	"	"	"		
	Collective weight	144	2	7		142	2	0											
21566	Stream	12	1	14	3	0	14	4	0	7	12	0	0	Common	H. P. Parker & Co	24	100	C. E. Penner	
21565	Kedge	6	0	9	1	2	7	8	5	0	0	0	"	"	"	"	"		
	2nd Kedge																		
CHAIN CABLES.																			
Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Supplied. Per Rule. 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.																			
20811	135	2 1/2	107	10	287	1. 12	578	2. 14	270	2 1/2	107	10	287	1. 12	578	2. 14	270	2 1/2	
20812	135	2 1/2	107	10	287	1. 12	578	2. 14	270	2 1/2	107	10	287	1. 12	578	2. 14	270	2 1/2	
	270																		
	90	1 1/2	39																
HAWERS AND WARPS.																			
Number of Certificate. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Rule. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Rule.																			
	100	4 1/2	39																
	180	2 1/2	13																
	180	2 1/2	13																
Boats <i>4 in number.</i>																			
Pumps, Number as per approved plan. Diameter of Barrel and Tail Pipe <i>3 in.</i>																			
Windlass is <i>Emerson</i> <i>Walker</i> & <i>Thompson</i> <i>Steam</i> <i>Capstan</i> <i>6</i> <i>Steam</i> <i>Winches</i>																			
Engine Room Skylights.—How constructed? <i>of Steel</i> <i>plating</i> <i>and</i> <i>angles.</i>																			
What arrangements for deadlights in bad weather? <i>Leak covers</i> <i>with</i> <i>hulls' eyes</i>																			
Coal Bunker Openings.—How constructed? <i>Plating</i> <i>&</i> <i>angles.</i> How are lids secured? <i>Handed</i> <i>bars.</i> Height above deck? <i>9" B. Q.</i>																			
Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>At each side</i> <i>6</i> <i>Scuppers</i> <i>&</i> <i>6</i> <i>Ports</i>																			
Ceiling in Holds, thickness and material <i>2 1/2</i> <i>M. P.</i> Ceiling 'tween Decks, thickness and material <i>2</i> <i>M. P.</i>																			
Cargo Hatchways.—How formed? <i>Steel</i> <i>plating</i> <i>&</i> <i>angles</i> <i>in</i> <i>the</i> <i>usual</i> <i>manner.</i> Hatches, If strong and efficient? <i>Yes.</i> <i>3" thick.</i>																			
State size No. 1 Hatch (Forward) <i>20</i> <i>0</i> <i>6</i> <i>14</i> <i>3</i> <i>30</i> No. 2 Hatch <i>28</i> <i>1</i> <i>16</i> <i>0</i> <i>30</i> No. 3 Hatch <i>28</i> <i>0</i> <i>16</i> <i>0</i> <i>30</i> No. 4 Hatch <i>20</i> <i>0</i> <i>14</i> <i>0</i> <i>30</i>																			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch <i>The</i> <i>Web</i> <i>plates</i> <i>in</i> <i>1 1/2</i> <i>4</i> <i>Two</i> <i>Web</i> <i>plates</i> <i>in</i> <i>1 1/2</i> <i>4</i>																			
No. of Breasthooks <i>4</i> <i>Deep</i> <i>flange</i> No. of Crutches <i>5</i> <i>Deep</i> <i>flange</i>																			
Bulwarks, height above deck and description <i>48</i> <i>x</i> <i>5</i> <i>70</i> <i>Bulk</i> <i>Stays</i> <i>7</i> <i>x</i> <i>70</i> Main Rail, material and size <i>B. Q.</i> <i>6</i> <i>x</i> <i>3</i> <i>70</i>																			
The above is a correct description																			
Builder's Signature (Acce only) <i>Russell T. C.</i> Surveyor's Signature <i>Wm. Johnston</i> 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) *1899 (M) 17 Oct 44 (M) 21 Nov (M) 1 Dec (M) 2 Dec (M) 15 Dec (M) 5 Jan 1900 (M) 15 May 1900* *SAT JAN 5 1901*

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? *Lapped frames.* 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 at butts only*

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 approved plans, the Secretaries letters of the above dates and in other respects in accordance with the Rules, and the workmanship is good.*

The steel used in her construction has been manufactured at the works set forth on this report and duly tested by the Society's Surveyors.

The Weather decks have been tested by water and found satisfactory, and the efficiency of pumps and watertight doors ascertained.

This vessel after being finished and when shipping from Victoria Harbour Greenock to the James Watt Dock for the purpose of taking on board Coals & Ballast sustained slight damage for &c. for particulars please see Damage Rpt attached. The recommendations set forth on Damage Survey Rpt. have been complied with.

This is a sister vessel to the S.S. Adriatic Rpt. No. 12535.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *26* ft., B. Q. D. or Break *—* ft., Bridge Dk. *74* ft., F' castle *37* 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 St. (Steel) & Span St. (Steel) & Deep Framing*

Official No. *✓*; Signal Letters *✓*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paints* Outside *Paints*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.		Feet.	Tons.	
Double bottom, aft.	<i>112</i>	<i>309</i>	Fore peak tank.		
Double bottom, forward.	<i>146</i>	<i>448</i>	After peak tank.	<i>10</i>	<i>71</i>
Double bottom, under Engines and Boilers.	<i>40</i>	<i>142</i>	Midship deep tank.		
Double bottom, if under Engines only.			Other tanks, if fitted.		
Double bottom, if under Boilers only.			(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. *2041* Date *4 Dec 1899*

Order for Ordinary Survey No. *✓* Date *✓*

No. *468* in builder's yard.

Dates of Surveys head while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought *1900 Jan 12-13-22-26 Feb 3-8-14-16-23-28 March 5-12-15-21-27-29*

2nd. On the plating during the process of riveting *April 3-6-12-17-21-26-30 May 4-8-15-22-29 June 4-7-14-18-26 July*

3rd. When the beams were in and fastened, and before the decks were laid *20 Aug 7-9-17-27-30 Sep 11-13-14-24-26 Oct 9-16-19-23-31 Nov 6-8-12*

4th. When the ship was complete, and before the plating was finally coated or cemented *13-14-15-16-19-22-24-27-29 Dec 1-12-13-15-17-18*

5th. After the ship was launched and equipped

Total No. of Visits *67*

The amount of Entry Fee *£ 5* : : : Fees applied for, *20-12-1900*

Special Survey Fee *£ 119* : *17* : : Received by me, *D. W. K.*

Travelling Expenses, if any *£ 3* : *78* : : *22-12-1900*

Certificate to be sent to *Greenock.*

I am of opinion this Vessel should be Classed *100 A. 1 (Steel) Span St.*

without Freeboard, as condition of Class

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

Committee's Minute *Glasgow.* *4-JAN-1901*

Character assigned *100 A. 1 (Steel) Span St.*

Hull Certificate, *3/01.*