

3 Decks.

IRON OR STEEL STEAMER.

No. 34106

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

Date of completion of report *24 Nov 1896* Port of *NEWCASTLE-ON-TYNE* Received at London Office *THUR 26 NOV 1896*

Survey held at *Newcastle* Date, First Survey *4 February 1896* Last Survey *24 Nov 1896*

On the *Steel S.S. Cornwall* Rig *Schooner*

TONNAGE under Tonnage Deck... *5184.88* THREE DECKED VESSEL.

Do. between Tonnage Dk. and 3rd and 4th Dk. *5184.88* CLASS *100 A 1*

Total under Upper Dk. *5184.88*

Do. of *Side House* *12.00*

Do. of *Bridge House* *12.00*

Do. of Forecastle *12.00*

Do. of Houses on Dk. *12.00*

Do. of excess of Hatchways *12.00*

Do. above Crown of Engine Room *12.00*

Gross Tonnage *5489.88*

Less Crew Space *132.75*

Less above Crown of Engine Room *5357.13*

TONNAGE FOR FEES *1256.76*

Less Engine Room *1256.76*

Less Navigation Spaces *1256.76*

Register Tonnage *3554.09*

as cut on Beam *3554.09*

Half Breadth (moulded) *26.89*

Depth from upper part of Keel to top of Upper Deck Beams *33.06*

Girth of Half Midship Frame (as per Rule) *54.34*

deduct 7 feet *4.00*

1st Number *107.32*

Length *418*

2nd Number *44.859*

Proportions—Breadth to Length *4.64*

Depth to Length—Upper Deck to top of Keel *12.64*

Main Deck ditto *18.90*

Destined Voyage *New Zealand* If Surveyed while Building, Afloat, *Yes* in Dry Dock

Master *See*

Year of appointment *1896*

Built at *Newcastle*

When built *1896* Launched *23 Sept*

By whom built *R.W. Harthorn & Co. (Ld.)*

Owners *Federal Ste. Nav. Co. (Ld.)*

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

Residence *London*

Port belonging to *London*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floor to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>418</i>	<i>0</i>	<i>0</i>	<i>53</i>	<i>9 1/2</i>	<i>0</i>	<i>29</i>	<i>0 1/2</i>	<i>18</i>	<i>500</i>	<i>500</i>	<i>2</i>	<i>2</i>

Dimensions of Ship per Register, Length *420.0* breadth *54.0* depth *28.4* Moulded depth, ft. *32* ins. *0* To Upper Dk. Beam, Upper Dk. *13* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, <i>2 L or 2</i> Bars for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3 1/2</i>	<i>11</i>	<i>4</i>	<i>3 1/2</i>	<i>11</i>	<i>11</i>	KEEL, Bar or Side Plates, depth and thickness	<i>12</i>	<i>3 1/8</i>
Do. for $\frac{1}{2}$ at each end	<i>4</i>	<i>3 1/2</i>	<i>10 1/2</i>	<i>4</i>	<i>3 1/2</i>	<i>10</i>	<i>10</i>	STEM, moulding and thickness	<i>12</i>	<i>3 1/4</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>11</i>	STERN-POST for Rudder do. do.	<i>12</i>	<i>3 1/4</i>
" " " at intermdt. Plats.	<i>30</i>							" " for Propeller	<i>12</i>	<i>3 1/4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>8</i>	<i>3 1/2</i>	<i>11</i>	<i>8</i>	<i>3 1/2</i>	<i>11</i>	<i>11</i>	MAIN PIECE of Rudder, diameter at head	<i>10 1/2</i>	<i>10 1/2</i>
REVERSED FRAME, Angles	<i>11 1/2</i>							" " at heel	<i>5 1/4</i>	<i>5 1/4</i>
DEEP FRAMING, depth of girder	<i>30</i>							RUDDER, how constructed <i>Forged Iron</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>48</i>	<i>10-9</i>	<i>48</i>	<i>10-9</i>				Can the Rudder be unshipped afloat? <i>Yes</i>		
" " in way of Engines and Boilers	<i>30</i>							KEELSONS & STRINGERS.		
" " thickness at the ends of vessel	<i>48</i>	<i>11</i>	<i>48</i>	<i>11</i>				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
" " height extended at the Bilges	<i>48</i>	<i>11</i>	<i>48</i>	<i>11</i>				" Rider Plate		
FLOORS & BRACKETS in Cell Dble Bottoms	<i>30</i>							" Bulb Plate to Intercoastal Keelson		
" " Distance apart	<i>48</i>	<i>11</i>	<i>48</i>	<i>11</i>				" Horizontal Plates on Floors		
CENTRE GIRDER, in Double bottom, depth and thickness	<i>48</i>	<i>11</i>	<i>48</i>	<i>11</i>				" Angles		
" " Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>10</i>	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>	SIDE KEELSON, Angles		
" " Bottom	<i>6 1/2</i>	<i>4 1/2</i>	<i>10</i>	<i>6 1/2</i>	<i>4 1/2</i>	<i>10</i>	<i>10</i>	" Bulb or Plate above floors, for lng.		
IDE GIRDERS, number and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>10</i>	" Intercoastal Plate, for length		
" " Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>10</i>	" Attached to outside Plating with Angle		
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>34</i>	<i>10</i>	<i>34</i>	<i>10</i>				BILGE KEELSON, Angles		
" " Angles	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>				" Bulb or Plate above floors, for lng.		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>41</i>	<i>11</i>	<i>48</i>	<i>11</i>				" Intercoastal Plate for length		
" " in Engine and Boiler space	<i>12 1/2</i>	<i>11</i>	<i>12 1/2</i>	<i>11</i>				" Attached to outside Plating with Angle		
" " Remainder in Holds	<i>10 1/2</i>	<i>8</i>	<i>10 1/2</i>	<i>8</i>				BILGE STRINGER Angles		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>11</i>	<i>6 1/4</i>	<i>12</i>	<i>11</i>	<i>6 1/4</i>	<i>12</i>	<i>12</i>	" Bulb Plate for length		
" " Angles on upper edge	<i>60</i>							" Intercoastal Plate for length		
" " Average space	<i>60</i>							" Attached to outside Plating with Angle		
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>12</i>	<i>6 1/2</i>	<i>14</i>	<i>12</i>	<i>6 1/2</i>	<i>14</i>	<i>14</i>	SIDE STRINGER Angles <i>2 as per plan</i>	<i>6</i>	<i>4</i>
" " Angles on upper edge	<i>60</i>							" Bulb or Intercoastal Plate, for lng.	<i>29</i>	<i>10</i>
" " Average space	<i>60</i>							" Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>12</i>	<i>6 1/2</i>	<i>14</i>	<i>12</i>	<i>6 1/2</i>	<i>14</i>	<i>14</i>	Upper Deck Stringer Plates, br'dth & thickness	<i>6 1/2</i>	<i>13</i>
" " Angles on upper edge	<i>60</i>							" Angle on ditto	<i>4</i>	<i>4</i>
" " Average space	<i>60</i>							" Tie Plates fore and aft, outside Hatchways	<i>4</i>	<i>4</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>12</i>	" Deck * <i>Iron</i> or Steel, for <i>Full</i> lng.	<i>10 1/2</i>	<i>8</i>
" " Angles on upper edge	<i>60</i>							" Wood Deck. Material & thickness	<i>10 1/2</i>	<i>8</i>
" " Average space	<i>60</i>							Middle Deck Stringer Plate, br'dth & thickness	<i>6 1/2</i>	<i>11</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>12</i>	" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>
" " Angles on upper edge	<i>60</i>							" Tie Plates outside Hatchways	<i>4</i>	<i>4</i>
" " Average space	<i>60</i>							" Diagonal Tie Plates on Bmgs, No. of prs.	<i>4</i>	<i>4</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>9</i>	<i>5 1/2</i>	<i>12</i>	<i>12</i>	" Deck * <i>Iron</i> or Steel, for <i>Full</i> lng.	<i>9 1/2</i>	<i>4</i>
" " Angles on upper edge	<i>60</i>							" Wood Deck. Material & thickness	<i>9 1/2</i>	<i>4</i>
" " Average space	<i>60</i>							Lower Deck Stringer Plate, br'dth & thickness		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>10</i>	<i>6</i>	<i>10</i>	<i>10</i>	<i>6</i>	<i>10</i>	<i>10</i>	" Angles on ditto, No.		
" " Angles on upper edge	<i>60</i>							" Tie Plates, outside Hatchways		
" " Average space	<i>60</i>							" Deck. Material and thickness	<i>38</i>	<i>4</i>
BEAMS, In 'tween Deck, size and spacing	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	Poop Deck Stringer Plate, breadth & thickness	<i>4</i>	<i>4</i>
" " Hold	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Angle on ditto	<i>4</i>	<i>4</i>
" " Quarter 'tween Dks.	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Tie Plates	<i>4</i>	<i>4</i>
" " in Hold	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Deck. Material and thickness	<i>3 1/2</i>	<i>8 1/2</i>
B-FRAMES, In Fore Body, No. and spacing	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>3 1/2</i>	<i>9</i>
" " br'dth. & thickness	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Angle on ditto	<i>4</i>	<i>4</i>
" " No. of Side Stringers	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Tie Plates	<i>4</i>	<i>4</i>
WEB-FRAMES, In E. & B. Space, No. & spacing	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Deck. Material and thickness	<i>3 1/2</i>	<i>8 1/2</i>
" " br'dth. & thickness	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>38</i>	<i>4</i>
WEB-FRAMES, In After Body, No. and spacing	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Angle on ditto	<i>4</i>	<i>4</i>
" " br'dth. & thickness	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Tie Plates	<i>4</i>	<i>4</i>
" " No. of Side Stringers	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	" Deck. Material and thickness	<i>3 1/2</i>	<i>8 1/2</i>
" " Size of Angles or Tee Bars to Web-Frames	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>		
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>3</i>	<i>60</i>	<i>60</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.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		Breadth.	Thick-ness.	Breadth.	For what Length.			
																		Inches.	16ths or 20ths.	16ths or 20ths.
FLAT PLATE KEEL..... (If Bar Keel, state Riveting)	42	18	14	14	36	18	double	6	1	4	double	1	3 1/2	19	22	Full				
GARBOARD OR A Strake	55	14	13	14	55	14	"	6	1	4	"	1	3 1/2	-	-	10 1/2	"			
State actual thickness in way of Double Bottom.	46	13	10	16	46	13	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
B "	54	13	11	16	54	13	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
C "	58	13	11	16	58	13	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	11	"			
D "	54	15	12	15	54	15	"	5 1/4	7/8	3 3/4	quad	1/8	3/8	-	-	9	"			
E "	46	15	12	15	46	15	"	5 1/4	7/8	3 3/4	double	1/8	3/8	-	-	9	"			
F "	54	14	11	14	54	14	"	5 1/4	7/8	3 3/4	"	1/8	3/8	16 1/4	19	9	"			
G "	46	15	12	15	46	15	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
H "	54	14	11	14	54	14	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
J "	46	14	11	11	46	14	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
K "	55	14	11	11	55	14	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
L "	44	14	11	11	44	14	"	5 1/4	7/8	3 3/4	"	1/8	3/8	-	-	9	"			
M "	55	13	10	10	55	13	"	6	1	4	"	1/8	3/8	16 1/4	14	9	"			
N "	48	15	12	12	48	15	"	6	1	4	"	1	3 1/2	19	11 1/2	9	"			
Chur Strake O "																				
P "																				
Q "																				
R "																				
DOUBLING of Flat Plate Keel	30	14	For 1/2 length									1	3 1/2	19	14					
Length and thickness of Bilges																				
Length and thickness of Strake below	44	14	For 3/4 length									1/8	3/8	16 1/4	14					
POOP SIDES	per plan	1089																		
BRIDGE SIDES																				
FORE-CASTLE SIDES																				

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. *Spencer's Patent Steel*
Spencer & Sons, Stockton M. I. Co.
Iron Stockton M. I. Co.

Upper Deck (Butts, treble riveted for *Full* length amidship.
Stringer Plate (Straps, *single*, double or overlapped for *1/2* length amidship.
Middle Deck (Butts, treble riveted for *Full* length amidship.
Stringer Plate (Straps, *single*, double or overlapped for *Full* length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges *double* Butts *double*
Centre Girder Butts, *double* riveted Keelson Butts, *double* riveted.
Frames, riveted through Plates with *1/8* in. Rivets, about *4 1/4* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *Keel to Bilge, and Bilge to Gunwale*
REVERSED FRAMES on floors and frames extend *from 10 Upper deck all fore and aft; alternately to Forecastle deck in way of same*

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	<i>Steel</i>	<i>95'</i>	<i>27' 10 1/2"</i>	<i>21' 8 1/2"</i>	<i>22' 8 1/2"</i>	<i>18' 8 1/2"</i>	<i>2</i>	—	—	<i>double</i>	<i>4 ribble</i>		
	Main	<i>Steel</i>	<i>91'</i>	<i>26' 10 1/2"</i>	<i>21' 8 1/2"</i>	<i>21' 8 1/2"</i>	<i>17' 7 1/2"</i>	<i>2</i>	—	—	<i>double</i>	<i>ribble</i>		
	Mizen													
Bowsprit	<i>Fore Yard</i>	<i>Steel</i>	<i>68' 2 1/2"</i>	<i>diag. plates 1/2" - 3/16</i>										
Topmasts, Yards and Remainder of <i>Spars</i> <i>Pitch pine</i> . Yards on <i>Fore Mast only</i>														
Rigging, Material and Size, <i>Shrouds</i> <i>Steel wire 4"</i> <i>Stays</i> <i>Steel wire 4 1/2" and 4"</i>														
Sails. <i>One</i> Suit of <i>Good</i> Sails, and the following spare sails <i>5' 1/2" 22'</i>														

EQUIPMENT No. *53758* LETTER *A7* 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.		
29914	1st Bower	59	2	4	58	2	3	58	0	0	58	0	0	58	Pat. Stockless	W. & A. M. & Co. Ltd.
14960	2nd "	59	0	0	58	0	0	58	0	0	58	0	0	58	Pat. Stockless	W. & A. M. & Co. Ltd.
14961	3rd "	56	3	0	55	3	0	55	3	0	55	3	0	55	Pat. Stockless	W. & A. M. & Co. Ltd.
29913	Collecting weight	49	3	0	48	3	0	48	4	1	48	4	1	48	Pat. Stockless	W. & A. M. & Co. Ltd.
	Stream	25	0	4	24	0	4	24	3	0	24	3	0	24	Pat. Stockless	W. & A. M. & Co. Ltd.
29938	Kedge	16	3	0	15	3	0	15	18	0	18	16	3	0	Common	W. & A. M. & Co. Ltd.
29949	2nd Kedge	8	2	0	8	2	0	8	10	12	2	8	2	0	Common	W. & A. M. & Co. Ltd.

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.										
2296	270	2 1/2	96 1/4	124.0	0.12	270	2 1/2	Stud & Carlsson's	31 July 1896	TOWLINE	120	5 1/2	81	120 5 1/4	
			131 1/4	257 1/2	0.34	270	2 1/2	Stud & Carlsson's	31 July 1896	HAWSER	120	5 1/2	81	90 7 1/4	
2329	92	1 1/2	31	49.2	0.92	90	1 1/2	Stud & Carlsson's	31 July 1896	WARP	90	5 1/2	26	90 7 3/4	
on Steam Chain for Steel Wire ...			46 7/10			90	1 1/2	Stud & Carlsson's	31 July 1896		90	5 1/2	18		

Boats *2 Life boats and 3 others. Good*
Pumps, Number *1*
Windlass is *Pat. Steam by Messrs Warfield & Co.* Diameter of Barrel and Tail Pipe *5" x 3"*
Engine Room Skylights.—How constructed? *Strong glass, supported by cast iron*
What arrangements for deadlights in bad weather? *Strong glass, supported by cast iron*
Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Locked* Height above deck? *4 ft*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *1 Scupper with non return valve at port side*
Ceiling in Holds, thickness and material *2 1/2" pine*
Cargo Hatchways.—How formed? *Steel* Ceiling 'tween Decks, thickness and material *2" pine*
State size No. 1 Hatch (Forward) *20' 0" x 24' 0"* No. 2 Hatch *20' 0" x 24' 0"* No. 3 Hatch *20' 0" x 24' 0"* No. 4 Hatch *20' 0" x 24' 0"*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Web and 2 iron for 4 afters to each Hatch*
No. of Breasthooks *8* No. of Crutches *5*
Bulwarks, height above deck and description *Bridge side & stringer continuous*
The above is a correct description. *W. & A. M. & Co. Ltd.*
Builder's Signature (here only) *W. & A. M. & Co. Ltd.* Surveyor's Signature *James M. Neil*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 4/1/96
28/1/96; 31/1/96; 19/2/96; 28/2/96; 16/11/96
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? *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? *No*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.) *This Steel Steam Steamer has been built in accordance with the approved amended Midship Section Form as dea to London on the 20th instant and a plan attached; the Secretary's letters and in other respects with the Rules for the 100A 1 "Steel" class; and the materials and workmanship throughout are good. The decks and waterways have been tested by water and found efficient; the pumps, valves and water tight doors have been examined and tested and found in good working order. No. 1, 2 & 3 holds and three decks insulated for carrying frozen-meat; the steel work in way of same has been examined, carefully cleaned and painted, with 3 coats paint before the insulating lining is fitted. No. 1 Hold 45,820 Cub. Ft. & three decks 25,400 Cub. Ft. No. 2 Hold 53,300 Cub. Ft. & three decks 31,020 Cub. Ft. No. 3 Hold 45,120 Cub. Ft. & three decks 29,300. Total Capacity 229,960 Cub. Ft. Mainer, Harland, Foundry & Engineering Co. System Air. Type Harland. (1) System of Refrigerating Air. (2) Insulating the chambers—charcoal.*
The S.S. "Mimosa" Newcastle report No. 33886
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 45 ft., B.Q.D. or Break 11 ft., Bridge Dk. 11 ft., F'castle 35.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *Partly connected* *Connected*
Planed *Planed*
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) *2 Steel decks 2 tiers of beams & deep under frames*
Official No. *105894*; Signal Letters *—*
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *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,	105.0	265	Fore peak tank,	21.6	13.0
Double bottom, forward,	192.6	626	After peak tank,	12.6	4.5
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,	22.6	93	Other tanks, if fitted,		
Double bottom, if under Boilers only,		98.4	(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. <i>2733</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1896 Feb 4 6 7 11 15 18 21 24 27 Mar 24 6 9 11 13 17 20 24 27 31 Apr 18 10 13
Date <i>20.3.96</i>	2nd. On the plating during the process of riveting	17 20 22 23 27 29 30 May 4 6 8 11 13 15 18 19 26 28 June 1 3 5 10 16 22 29 30
Order for Ordinary Survey No. <i>339</i>	3rd. When the beams were in and fastened, and before the decks were laid	July 26 8 10 13 16 17 21 23 25 28 30 Aug 5 6 7 10 11 13 14 17 20 22 24 25 26 28
Date <i>339</i> in builder's yard.	4th. When the ship was complete, and before the plating was finally coated or cemented	Sep 14 8 10 14 16 17 21 23 Oct 13 19 21 26 28 29 Nov 23 4 16 24
DATES of Surveys held while building as per Section 18.	5th. After the ship was launched and equipped	Total No. of Visits <i>95</i>

Amount of Entry Fee.....£ 5 : : : Fees applied for, *24 11 1896*
Special Survey Fee ...£ 158 : 18 : 6 Received by me, *24 2 57*
Travelling Expenses, if any £ : : : *23 2 18 77*
In opinion this Vessel should be Classed *100A 1 "Steel" With Freeboard*
With, or without Freeboard, as condition of Class *James McNeil*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 27 NOV 1896*
Character assigned *100A 1 Steel*
2 steel decks
with freeboard
2 tiers (steel) & deep framing
a top
+ 2 mcs 11 96
7D elec light
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