

Sailing Vessel. ~~IRON OR~~ STEEL SAILING SHIP.

LLOYD'S REGISTER, 25 FEB 1892, (Received at London Office)

Date of completion of Report 23rd Feb. 1892 Port of Glasgow
No. 11313 Survey held at Glasgow Date of First Survey 29th Sept. 1891 Last Survey 23rd Feb. 1892
On the "Hawaiian Isles" Rig Barque - 4 masts.GROSS Tonnage under 1959-12 ONE OR TWO DECKED VESSEL.
Net Tonnage 4090

CLASS 100A

Half Breadth (moulded) 21-500

Depth from upper part of Keel to top of Upper Deck Beams 26-125

Girth of Half Midship Frame (as per Rule) 43-333

1st Number 90-958

Length 258

2nd Number 23467

Proportions—Breadths to Length 6-0

Depths to Length—Upper Deck to top of Keel 9-87

Destined Voyage San Francisco If Surveyed while Building Afloat, or in Dry Dock

Master Oscar Knutzel

Year of Appointment 92

Built at Glasgow

When built 1892 Launched 3rd Feb.

By whom built C. Connell & Co.

Owners Hawaiian Construction Co. of San Francisco

Managers

Residence San Francisco

Port belonging to Honolulu.

LENGTH on deck Feet. 258 Inches. BREADTH Moulded. 43 Feet. 102 Inches. DEPTH Top of Floors to Upper Deck Beams 23 Feet. 102 Inches. No. of Decks with Flat laid One. No. of Tiers of Beams Two.

Dimensions of Ship per Register, Length 270-0 breadth 43-1 depth 23-65 Moulded depth, ft. 25 in. 3 Round up of Beam 10 1/2 ins.

AND CASTINGS.

KEEL, depth and thickness 10 x 2 1/2 10 x 2 1/2

KEEL, moulding and thickness 10 x 2 1/2 10 x 2 1/2

KEEL, POST, do. do. 10 x 2 1/2 10 x 2 1/2

PIECE OF RUDDER, diameter at head 7 7

PIECE OF RUDDER, at heel 3 1/2 3 1/2

PIECE OF RUDDER, how constructed Frame forged and plated.

PIECE OF RUDDER, be unshipped afloat? Yes.

FRAMING.

KEEL, Angles, 7-1/2, for 1/2 length amidships 5 1/2 3 1/2 8 5 1/2 3 1/2 8

KEEL, for 1/2 at each end 5 1/2 3 1/2 7 5 1/2 3 1/2 7

KEEL, way of Double Bottoms 24 24

KEEL, side of Frames from moulding edge to 4 3 1/2 8 4 3 1/2 8

KEEL, moulding edge, all fore and aft 27 10 27 10

KEEL, REVERSED FRAME, Angles 4 3 1/2 8 4 3 1/2 8

KEEL, BILGE, depth and thickness of Floor Plate 27 10 27 10

KEEL, at mid line for 1/2 length amidships 8 8

KEEL, thickness at the ends of vessel 13 1/2 13 1/2

KEEL, depth at 1/2 the half breadth, as per Rule 54 54

KEEL, height extended at the Bilges 13 1/2 13 1/2

KEEL, BILGE BRACKETS, in Cold Chisel Bottom 54 54

KEEL, BILGE, in Cold Chisel Bottom 54 54

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Form 1B. BULKHEADS. No. in Vessel. Reqd. by Rule. Ceiling betwixt Decks, thickness and material. Riveting of Edges and Butts of Shell Plating and Butts of Stringer Plates, Tie Plates, Keelsons, &c.

MASTS AND SPARS. Table with columns: Material, Total length, At Partners, Heel, Hounds, Head, Number of Plates in Round, ANGLES, Riveting.

ANCHORS. Table with columns: Number of Certificate, Weight, Ex Stock, Weight of Stock, Test, etc.

CHAIN CABLES. Table with columns: Number of Certificate, Fathoms, Size, Test per Certificate, etc.

Order for Special Survey No. 2502. Date 6th July 1891. Order for Ordinary Survey No. 184. State dates and initials of letters respecting this case.

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good. This vessel is built of steel in accordance with midship section forwarded to London on the 20th Feb. 1892, the accompanying tracings (4 in 1), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

PARTICULARS FOR RECORD IN THE REGISTER BOOK. Length of Poop included 38 ft., R.Q.D. or Break. No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood.

PARTICULARS OF WATER BALLAST. Double bottom, aft, length and water capacity in tons. Double bottom, forward, length and water capacity in tons.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 19th Feb. 1892. The amount of Entry Fee £5. Special £46. Certificate £. Travelling Expenses, if any £.

Committee's Minute. Character assigned 100A1 Steel. This submitted that this vessel appears eligible to be classed as 100A1 (Steel) as recommended.