

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

(Received at London Office) FRI. 15 MAY 1891

No. **10645** Date of completion of Report **14<sup>th</sup> May 1891** Port of **Glasgow**  
Survey held at **Glasgow** Date of First Survey **5<sup>th</sup> Nov. 1890** Last Survey **14<sup>th</sup> May 1891**  
On the **"Mount Stewart"** Rig **Ship - 3 masts**  
Tonnage under Tonnage Deck **1783.74** ONE OR TWO DECKED VESSEL.  
of Poop **64.90** CLASS **100 A**  
Do of mainmast **24.06**  
Do of Bridge House **24.06**  
Do of Houses on Deck **24.06**  
Do of excess of Hatchways **30.08**  
Do of Forecastle **30.08**  
Gross Tonnage **1902.78**  
Less Crew Space **53.47**  
Tonnage for Fees **1849.31**  
Less Navigation spaces **1849.31**  
Register Tonnage **1849.31**  
as on Beam **1849.31**  
Built at **Glasgow**  
When built **1891** Launched **23<sup>rd</sup> April**  
By whom built **Barclay, Curle & Co. (Lim.)**  
Owners **Donaldson, Rait & Co.**  
Managers **Aberdeen**  
Residence **Aberdeen**  
Port belonging to **Aberdeen**  
Destined Voyage **Sydney**  
Surveyed while Building, Afloat, or in Dry Dock

Length on Deck **271.65** Breadth **40.15** Depth **23.4** Moulded depth, ft. **25** in. **1**  
No. of Decks with Flat laid **Two**  
No. of Tiers of Beams **Two**

Dimensions of Ship per Register, Length **271.65** breadth **40.15** depth **23.4** Moulded depth, ft. **25** in. **1**  
Round up of Beam **10** ins.

FORGINGS AND CASTINGS.  
KEEL, Bar or Side Plates, depth and thickness **10 x 2 1/2**  
RIDER, moulding and thickness **10 x 2 1/2**  
RIDER, do. do. **10 x 2 1/2**  
MAIN-PIECE OF RUDDER, diameter at head **7**  
at heel **3 1/2**  
RUDDER, how constructed **Frame forged and plated**  
the Rudder be unshipped afloat? **Yes**

FRAMING.  
RAME, Angles, on **7** Bars, for **2** length amids **5 1/2** **3 1/2** **13** **5 1/2** **3 1/2** **8**  
Do. for **1** at each end **5 1/2** **3 1/2** **12** **5 1/2** **3 1/2** **7**  
Space of Frames from moulding edge to moulding edge, all fore and aft **24**  
VERSED FRAME, Angles **4** **3 1/2** **13** **4** **3 1/2** **8**  
DOES, depth and thickness of Floor Plate at mid line for **2** length amids **26 1/2** **17** **26 1/2** **10**  
thickness at the ends of vessel **15** **8**  
depth at **1** the half breadth, as per Rule **13 1/2** **13 1/2**  
height extended at the Bilges **53** **53**

LOOPS & BRACKETS, in Cold Chilled Bottoms  
CENTRE GIRDER, in Dbl. Plm., dpth & thickness **10 x 2 1/2**  
SIDE GIRDERS, number and thickness **10 x 2 1/2**  
MARGIN PLATE, depth (exclusive of flange and thickness) **10 x 2 1/2**  
INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake **10 x 2 1/2**  
Remainder **10 x 2 1/2**  
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb **9 1/2** **15** **9 1/2** **9**  
Angles on Upper Edge **3 1/2** **3 1/2** **12** **3 1/2** **3 1/2** **7**  
Average space **48** **48**  
BEAMS, Lower Deck, Plate or Tee Bulb **10 1/2** **15** **10 1/2** **9**  
Angles on Upper Edge **3 1/2** **3 1/2** **12** **3 1/2** **3 1/2** **7**  
Average space **48** **48**  
BEAMS, Hold, Plate or Tee Bulb **7** **3** **13** **7** **3** **8**  
Angles on Upper Edge **3** **3** **10** **3** **3** **6**  
Average space **48** **48**  
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb **7 1/2** **12** **7 1/2** **7**  
Angles on Upper Edge **3** **3** **10** **3** **3** **6**  
Average space **48** **48**  
MILLARS, In 'tween Decks, at Centre line. Size **2 1/2** **48** **2 1/2** **48**  
Spacing **48** **48**  
In Holds, at Centre line **4** **48** **4** **48**  
Spacing **48** **48**  
LES, Breadth and thickness **10 x 2 1/2**  
Number and Spacing **10 x 2 1/2**  
Number of Side Stringers, breadth and thickness **10 x 2 1/2**  
Size of Angles or Tee Bars to Web Frames **10 x 2 1/2**

KEELSONS AND STRINGERS.  
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate or Intercoastal Plate **20** **21** **20** **13**  
Rider Plate **13** **21** **12 1/2** **13**  
Bulb Plate to Intercoastal Keelson **6** **4** **15** **6** **4** **9**  
Horizontal Plates above Keelsons **6** **4** **15** **6** **4** **9**  
SIDE KEELSON, Angles **6** **4** **15** **6** **4** **9**  
Bulb Plate for length **15** **3 1/2** **3 1/2** **9**  
Intercoastal Plate for **18 1/2** ft. length **3 1/2** **3 1/2** **15** **3 1/2** **3 1/2** **9**  
Attached to outside Plating with Angle **6** **4** **15** **6** **4** **9**  
BILGE KEELSON, Angle **6** **4** **15** **6** **4** **9**  
Bulb Plate for length **15** **3 1/2** **3 1/2** **9**  
Intercoastal Plates for **10** ft. **6** **4** **15** **6** **4** **9**  
Attached to outside Plating with Angle **6** **4** **15** **6** **4** **9**  
BILGE STRINGER, Angles **6** **4** **15** **6** **4** **9**  
Bulb Plate for whole length **9 1/2** **15** **9 1/2** **9**  
Intercoastal Plates for **10** ft. **6** **4** **15** **6** **4** **9**  
Attached to outside Plating with Angle **6** **4** **15** **6** **4** **9**  
SIDE STRINGER, Angles **6** **4** **15** **6** **4** **9**  
Bulb Plate for whole length **9 1/2** **15** **9 1/2** **9**  
Intercoastal Plates for **10** ft. **6** **4** **15** **6** **4** **9**  
Attached to outside Plating with Angle **6** **4** **15** **6** **4** **9**

Main Deck Stringer Plate, on end of Beams, breadth and thickness **5 1/2** **17** **5 1/2** **10**  
Angle on ditto **4 1/2** **17** **4 1/2** **10**  
Tie Plates, fore and aft, outside Hatchways **15** **17** **15** **10**  
Diagonal Tie Plates on Bms., No. of Pts. **3 1/2** **15** **17** **15** **10**  
Flat of Deck\*, material and thickness **4** **10** **4** **10**  
How fastened to Beams **By approved plan**  
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness **38** **15** **38** **9**  
Is the Stringer Plate attached to the Outside Plating? **Yes**  
Angles on ditto, No. **4** **15** **4** **10**  
Tie Plates, outside Hatchways **15** **17** **15** **10**  
Diagonal Tie Plates on Bms., No. of prs. **3** **15** **17** **15** **10**  
Flat of Deck, material and thickness **3** **10** **3** **10**  
How fastened to Beams **By screw bolts**

Hold Stringer Plate, on end of Beams, breadth and thickness **38** **15** **38** **9**  
Is the Stringer Plate attached to the Outside Plating? **Yes**  
Angles on ditto, No. **4** **15** **4** **10**  
Tie Plates, outside Hatchways **15** **17** **15** **10**  
Diagonal Tie Plates on Bms., No. of prs. **3** **15** **17** **15** **10**  
Flat of Deck, material and thickness **3** **10** **3** **10**  
How fastened to Beams **By screw bolts**

Poop on Bridge Deck Stringer Plate, breadth and thickness **12** **7**  
Angle **3 1/2** **13** **3 1/2** **8**  
Tie Plates on Beams **11** **12** **11** **7**  
Flat of Deck, material and thickness **3** **10** **3** **10**  
Forecastle Deck Stringer Plate, b'dth & thkns **27** **10** **27** **6**  
Angle **3 1/2** **13** **3 1/2** **8**  
Tie Plates on Beams **11** **10** **11** **6**  
Flat of Deck, material and thickness **3** **10** **3** **10**

PLATING.  
FLAT PLATE KEEL, breadth and thickness **36** **20** **36** **12**  
PLATES in Garboard Strakes, breadth & thickness **18** **11**  
from Garboard to lower part of Bilges **18** **11**  
Bilges, number of Strakes, and thickness **3** **20** **3** **12**  
Of doubling at Bilge, or increased thickness, and length applied **Whole length**  
from up. part of Bilge to l. edge of Strake **18** **11**  
Strake in way of Lower Deck Beams **20** **12**  
Sheerstrake, breadth and thickness **42** **21** **42** **13**  
Poop on Bridge Sides **12** **7**  
Forecastle Sides **12** **7**  
Lengths of Plating **192** **144**

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Of doubling at Bilge



10675

**BULKHEADS.** No. in Vessel *1* Req'd. by Rule *1*

	Thickness.	Angles.	Spacing.	Height up.	Sngl or Dbl. Frames.
Ceiling betwixt Decks, thickness and material <i>2 1/2 lb. plate</i>	<i>12 1/2 - 10 3/2</i>	Vrtcl. <i>5 1/2 - 3 1/2</i>	<i>30</i>	<i>Main Deck</i>	<i>Double</i>
" in hold do. do. <i>2 1/2 lb. plate</i>	<i>12 1/2 - 10 3/2</i>	Hrztl. <i>12 1/2 - 10 3/2</i>	<i>48</i>		
Number of Breasthooks <i>Eight</i>		Vrtcl.			
" Crutches <i>Six</i>		Hrztl.			
		Vrtcl.			
		Hrztl.			
		Vrtcl.			
		Hrztl.			
Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>					
The <b>FRAMES</b> extend in one length from <i>keel</i> to <i>upper deck</i> Riveted through Plates with <i>7</i> in. Rivets, about <i>6 1/2</i> apart.					
The <b>REVERSED ANGLES</b> on floors and frames extend from <i>middle line to main deck</i> and to <i>forecastle</i> alternately.					
<b>RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &amp;c.</b>					
Garboard, double riveted to Bar Keel or Flat Plate, with rivets <i>1 1/2</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.					
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.					
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for <i>half</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.					
" " " overlapped for length, treble riveted for length; with rivets <i>7/8</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.					
Butts of <i>all</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>3/2</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.					
Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets <i>7/8</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.					
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for <i>half</i> length; with rivets <i>7/8</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.					
" " " overlapped for length, treble riveted for length; with rivets <i>7/8</i> in. dia., averaging <i>3 1/2</i> ins. from cr. to cr.					
Edges of Sheerstrake, <i>Double</i> riveted. Butts of Sheerstrake, treble riveted for <i>half</i> length amidships.					
Butts of Main Stringer Plate, treble riveted for <i>half</i> length amidships. <i>Single or Double Straps to Stringer Plate, for whole length amidships.</i>					
Butts of Inner Bottom Plating, <i>Double</i> riveted. <i>Butts of Centre Girders, riveted.</i>					
Breadth of edge laps of Shell Plating in double riveting <i>5 1/2</i> in. <i>Breadth of edge laps of Shell Plating in single riveting.</i>					
Butt Straps of Shell Plating, breadth and thickness <i>16 3/4 - 9 1/2</i> in. <i>Butts, if Lapped, breadth of Laps.</i>					
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? <i>Treble and Double.</i>					
Manufacturer's name or trade mark of the <i>Iron or Steel</i> (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. <i>Glydebridge; Dalgell; Mossend; and Parkhead. Siemens process.</i>					
Workmanship. Are the butts of plating planed or otherwise fitted? <i>Planed.</i>					
Is the riveted work properly closed? <i>Yes</i>					
Are the liners between the frames and plates solid single pieces? <i>Yes</i>					
plate, &c., conform well to each other? <i>Yes</i>					
from the faying surfaces? <i>Yes</i>					
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? <i>Yes.</i>					
Do the holes for riveting plate to frames, butt straps, or plate to					
Are the rivet holes well and sufficiently countersunk in the plate and punched					
Do any rivets break into or through the seams or butts of the plating? <i>A few in the butts.</i>					

MASTS AND SPARS.											
DIAMETER AND THICKNESS.											
	Material.	Total length.	At Partners.				Number of Plates in Round.	ANGLES.		RIVETING.	
			Heel.	Hounds.	Head.	Number.		Size.	Seams.	Butts.	
LOWER MASTS.....	Fore ....	<i>Steel 87-6</i>	<i>32 1/2 x 30</i>	<i>22 1/2 x 20</i>	<i>23 x 20</i>	<i>14 1/2 x 20</i>	<i>4</i>	<i>✓</i>	<i>Double</i>	<i>Treble</i>	
	Main ....	<i>" 84-0</i>	<i>32 1/2 x 30</i>	<i>22 1/2 x 20</i>	<i>23 x 20</i>	<i>14 1/2 x 20</i>	<i>4</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Mizen ....	<i>" 83-0</i>	<i>30 x 30</i>	<i>21 x 20</i>	<i>21 1/2 x 20</i>	<i>18 x 20</i>	<i>4</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Jigger ....	<i>✓ Red to Cap</i>	<i>33 x 30</i>	<i>33 x 30</i>	<i>24 x 20</i>	<i>24 x 20</i>	<i>4</i>	<i>4 1/2 x 3 1/2</i>	<i>"</i>	<i>"</i>	
BOWSPRIT .....	Fore ....	<i>" 59-0</i>	<i>20 1/2 x 20</i>	<i>20 1/2 x 20</i>	<i>15 1/2 x 20</i>	<i>15 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>Single</i>	<i>"</i>	
TOPMASTS .....	Main ....	<i>" 59-0</i>	<i>20 1/2 x 20</i>	<i>20 1/2 x 20</i>	<i>15 1/2 x 20</i>	<i>15 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Mizen ....	<i>" 49-0</i>	<i>17 x 20</i>	<i>17 x 20</i>	<i>13 x 20</i>	<i>13 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Jigger ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Fore ....	<i>" 83-11</i>	<i>At Centre</i>	<i>20 x 20</i>	<i>At Ends</i>	<i>10 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
YARDS.....	Main ....	<i>" 83-11</i>	<i>"</i>	<i>20 x 20</i>	<i>"</i>	<i>10 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Crossjack ..	<i>" 67-0</i>	<i>"</i>	<i>16 x 20</i>	<i>"</i>	<i>8 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Jigger ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>" 77-0</i>	<i>"</i>	<i>19 x 20</i>	<i>"</i>	<i>9 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
FORE TOPMAST YARDS	Upper ....	<i>Pine 67-6</i>	<i>"</i>	<i>19 x 20</i>	<i>"</i>	<i>9 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 77-0</i>	<i>"</i>	<i>19 x 20</i>	<i>"</i>	<i>9 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Upper ....	<i>Pine 67-6</i>	<i>"</i>	<i>15 x 20</i>	<i>"</i>	<i>7 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 61-0</i>	<i>"</i>	<i>15 x 20</i>	<i>"</i>	<i>7 1/2 x 20</i>	<i>2</i>	<i>✓</i>	<i>"</i>	<i>"</i>	
MAIN .....	Upper ....	<i>Pine 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Upper ....	<i>Pine 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
MIZEN .....	Upper ....	<i>Pine 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Upper ....	<i>Pine 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>Steel 52-0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
JIGGER.....	Upper ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Upper ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	Lower ....	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	

Remainder of Spars *Pine*

Rigging. Material and Size, Shrouds *Steel wire. Fore & Main 1 1/2. Mizzen 3/4* Stays *Fore & Main 1 1/2. Mizzen 3/4* Quality *Guaranteed.*

Sails. *One* Suit of Sails, and the following Spare Sails *One suit of main sails, and fore courses.*

EQUIPMENT No. 24008 LETTER D. /												ANCHORS.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
Number of Certificate.		WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST. PER CERTIFICATE.				WEIGHT REQ. PER RULE					
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts	qrs.	lbs.	Cwts.	qrs.	lbs.			
2386	1st Bower....	39	0	6	4	2	21	35	2	2	0	38	0	0	Rodgers	John Green	Glasgow. 17 <sup>th</sup> April 1891. G. Ludhouse.
2385	2nd „ ....	37	1	24	4	2	0	34	2	2	0	38	0	0	"		
2387	3rd „ ....	32	3	6	8	0	14	30	13	3	0	32	6	0	"		
	4th „ ....														"		
	Collective weight	109	1	8								108	1	0	"		
2388	Stream .....	11	2	18	2	3	14	13	12	2	0	11	2	0	Common		
2389	Kedge .....	5	3	10	1	1	25	8	2	3	7	5	3	0	"		
		2	3	0		7	70	5	5	1	0	2	3	0	"		

CHAIN CABLES.											
Number of Certificate.	Fathoms	Size.	Test per Certificate. Tons.	WEIGHT OF CABLE.		Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms
				Cwts.	qrs.						
1418	135	2	10 1/2	72	254	2-12	270	2	<i>Stead Rink John Green</i>	<i>Glasgow</i>	24
1419	135	2	10 1/2	72	254	2-2			<i>17 1/2 April 1891</i>	<i>Steel wire</i>	90
Stream	75	4	33			75	4		<i>G. Ludhouse</i>	<i>"</i>	90
Steel Wire ...	66	4	33			66	4			<i>"</i>	90
Towline	66	4	33			66	4			<i>"</i>	90

Boats *Two life boats and 2 others*

Pumps, Number *Two in hold and one in fore peak*

Windlass *Clarke, Chapman & Co.*

Number of Scuppers, and number and dimensions of Freeing Ports *On each side, 4 scuppers, 4 ports 35 x 23, and 3 mooring pipes*

Cargo Hatchways. - How formed? *Of plates and angles fitted in the usual manner.* Hatches, If strong and efficient? *Solid 3"*

State size No. 1 Hatch (Forward) *8-0 x 8-0 x 23* No. 2 Hatch *19-11 x 12-0 x 23* No. 3 Hatch *8-0 x 8-0 x 23*

Number of Web Plates, Shifting Beams, and Fore and Afters to each hatch *In 2" 1 and 3 one fore & after. In 1 1/2 one deep web plate and 3 fore & after.*

Bulwarks, Height above deck and description *4-11. Steel plating 1/2"*

Main Rail, material and size *Channel iron 10 x 3* Topgallant Rail *2 1/2 lb bars 3 x 1 1/2*

The above is a correct description.

Builder's Signature (here only.) *J. Barclay, Cuthbert & Co.* Surveyor's Signature *J. Thomson*

And: *Marlow, Directors* Surveyor to Lloyd's Register of British and Foreign Shipping.



10675 GLS

Order for Special Survey No. 2390 Date 12<sup>th</sup> Sept 1890 Order for Ordinary Survey No. ✓ Date ✓ No. 368 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	1890:— Nov. 5, 11, 14, 18, 20, 24, 28. Dec. 2, 4, 9, 12,
2nd. On the plating during the process of riveting	16, 18, 24. 1891:— Jan. 19, 22, 26. Feb. 2, 5, 9,
3rd. When the beams were in and fastened, and before the decks were laid	12, 19, 25. Mar. 2, 5, 9, 12, 16, 20, 24, 27, 31. April
4th. When the ship was complete, and before the plating was finally coated or cemented	3, 7, 10, 15, 17, 20, 21, 23, 29. May 6, 8, 12, 14.
5th. After the ship was launched and equipped	

Total No. of Visits 45

State dates and initials of letters respecting this case. Secretary's 4<sup>th</sup> Sept. 10<sup>th</sup> & 17<sup>th</sup> Nov. 1890. M

General Remarks (State quality of workmanship, &c.) The workmanship throughout is of the best quality.

This vessel is built of steel in accordance with midship section forwarded to London on the 13<sup>th</sup> May 1891, the accompanying tracings (4 in A.), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

\* One of these tracings — the approved midship section — was forwarded to London on the 9<sup>th</sup> May 1891 with Freeboard Report. J.S.

### PARTICULARS FOR RECORD IN THE REGISTER BOOK.

Length of Poop included Extreme 32 ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., Forecastle 41 ft. (in feet and tenths).  
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 Decks, 2 tiers of Beams.  
Official No. 98559 Signal Letters MDNV

### PARTICULARS OF WATER BALLAST.

Double bottom, aft, length ✓ and water capacity in tons ✓ Double bottom, amidships, length ✓ and water capacity in tons ✓  
Double bottom, forward, length ✓ and water capacity in tons ✓  
Double bottom, constructed on the cellular system, length ✓ and water capacity in tons ✓  
Fore peak tank, water capacity in tons ✓ After peak tank, water capacity in tons ✓  
Midship deep tank, length ✓ and water capacity in tons ✓ Other tanks, if fitted, length ✓ and water capacity in tons ✓  
The above have ✓ been tested as required by the Rules.

How are the surfaces preserved from oxidation? Inside By cement and paint Outside By paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 11<sup>th</sup> May 1891

5 ft. 3 ins. In Salt Water  
4 ft. 10 ins. In Fresh Water  
5 ft. 8 ins. In Winter, in North Atlantic

State if marked on Vessel's sides in accordance with Notice No. 572.

The amount of Entry Fee ..... £ 41 : 4 : 6 is received by me, 16/6/91  
Special .... £ 41 : 4 : 6  
Certificate\* £ ✓

• Certificate to be sent to

Glasgow

Travelling Expenses, if any £ ✓

I am of opinion this Vessel should be Classed

100 A 1 Steel

J. Thomson  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

TUES. 19 MAY 1891

Character assigned

La C. C.

Steel

2 Dks (U. pt. Stl. w.s.)

It is submitted that this vessel appears eligible to be classed 100A1 (Steel) as recommended. 2 Dks. (U. pt. Stl. w.s.)

GLS162-0220(2/2)