

STEAM VESSELS.

4-3693

No. 3693 Port of London Date Oct 26 1897
 Survey of the Rt Grand Park Master H. T. Jones
 Tonnage 243 By whom built Duncan Where built Greenock
 When built Jan 1897 Owners London & A.B. Co. Port belonging to Greenock
 Destined Voyage Bombay
 Surveyed Afloat or in Dry Dock Afloat

Dimensions.				Thickness of Plank.	
Feet.	Inches.	Feet.	Inches.	Outside.	Inside.
Length of Keel.....	35	Depth of Hold.....	13	Bottom.....	3
Rake of Stem.....		Lower Hold.....		Bilge Planks.....	3
D° of Stern Post.....		Between Decks.....		Spencings.....	
Extreme Breadth.....	20			Wales.....	4
Power of Engines.....	2,700 H.P.			Topsides.....	
				Shear Strake.....	
				Plank Shears.....	3 1/2

Scantling of Timber.				Decks.	
Inches.	Feet.	Feet.	Sort of Wood.	Thickness.	Water Ways.
Timber and Space, each.....	2				
Floors in the middle.....	9		Decks		
1st Footboards.....					
2nd Footboards.....	6 1/2	6	Butt Bolts		
3rd Footboards.....					
Top Timbers.....					
Deck Beams..... Middle.....	9	10	Butt Bolts		
..... Knees.....					
Lower Deck Beams..... Middle.....					
..... Knees.....					
Paddle Beams.....	10	14	Butt Bolts		
Main Kelson.....	12	13	Do		
Engine and Boiler Sleepers.....	4	16	15	Do	

Masts, Yards, &c.

Bowsprit..... }
 Foremast..... }
 Main Mast..... }
 Mizzen Mast..... }

Sails.

Is generally well found in }
 Sails, or otherwise. } Consistent

Cables, Cordage, &c.

Cables, Hemp.....
 D° Iron.....
 Hawser.....
 Trawlins.....
 1st Warp.....
 2nd D°.....

Anchors.

No.
 2 Bower
 1 Stream
 1 Kedg

Boats.

Number and Description.

Two good quarters
Boats

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

We certify that the preceding is a correct description of the above-named Vessel and Stores.

Owner's Name

Surveyor's Name

George Bayley

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3693 hon

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Is described to be all of British Oak, but no part could
be seen except the flat of the floor. When it was well exposed
the wood was all frames - which appears to be good.

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Filled in solid to the gunwale in water of engine. Above
and abaft to the Bilge only -

Arrangement of
Sleepers.

Two on each side the keelson, the outer ones running
fore and aft as far as the body will allow - the inner ones
extending 600 feet before & abaft the engine room.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Outside to the light water mark. Quebec Elm, then
up of Red Pine - Inside Oak & Bilge staves
thence up Red Pine - all of good quality well edged
& squared.

Fastenings.

Iron or Copper, and
Date when done.

Iron in the middle line - Copper in other
parts.

Butt Bolts through
and clenched, or
otherwise.

A bolt through every Butt of clenched inside
upon the Ceiling -

If diagonally trussed
or otherwise.

There are some diagonal pieces of Plank,
Linces thick nailed upon the Ceiling inside, which
are of but little service except for appearance.

If Sheathed,
Coppered,
Doubled,
Felted.

Coppered from the water side up to the Bilge -

Repairs.

Was unable to ascertain whether she has any
diagonal Iron Plates under the Ceiling - but better
think not - as the Carpenter who worked upon her said
building ^{could} not support any if there were any -

General Observations
and Opinion as
required by the
Instructions.

It is on his authority that the quality of the frame in
those parts which could not be seen is stated -
In my opinion this vessel should be classed

A1 George Bayley

The Amount of the Fee, £ 3 : 3 : - is received by me, *[Signature]*

Committee Minute

24th Dec 1834

Character assigned

A1 *[Signature]*

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