

1 or 2 Dks. R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

BOX 0181

No. 6648

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

Received at London Office.

Date of completion of Report *13th June 1900*

Port of *Dundee*

Date, First Survey *October 27th 1899* Last Survey *11th June 1900*

Rig *3 masted Schooner*

Survey held at *Dundee*
On the *steel screw steamer Faithful*

Master *D. Davies*

TONNAGE under Tonnage Deck	590.35
Do. of Poop	
Do. of Raised Qr.	103.55
Do. of Break	23.11
Do. of Bridge House	2.27
Do. of Forecastle	9.61
Do. of Houses on Deck	12.12
Do. of excess of Hatchways	41.93
Do. above Crown of Engine Room	782.94
Gross Tonnage	44.05
Less Crew Space	41.93
Less above Crown of Engine Room	696.96
TONNAGE FOR FEES	390.46
Less Engine Room	13.90
Less Navigation Spaces	
Register Tonnage as cut on Beam	334.53

ONE OR TWO DECKED VESSEL.

CLASS *100A1 Steel "Well B"*

Year of appointment *(1) As master in service of owner of present vessel 1896 (2) As master of this vessel 1900*

Built at *Dundee*

When built *1900* Launched *1st May*

By whom built *The Dundee Shipbuilders Co. Ltd.*

Owners *J. H. Powell & Co.*

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

Residence *Liverpool*

Port belonging to *Liverpool*

Destined Voyage *Dunkirk via Alcoa* If Surveyed while Building, Afloat, or in Dry Dock *Building Afloat.*

LENGTH on Deck as per Rule	196	Feet.	10	Inches.	BREADTH—Moulded	30	Feet.	0	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	13	Feet.	2	Inches.	No. of Decks with Flat laid	one	No. of Tiers of Beams	one
Dimensions of Ship per Register, Length, <i>198.0</i> breadth, <i>30.25</i> depth, <i>13.1</i> Moulded Depth, <i>15</i> ft. <i>4</i> ins. Round of Beam, Actual <i>7 1/2</i> ins.																		

FRAMING.					FORGINGS AND CASTINGS.				
	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved		Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships	6	3	9	6	3	9			
Do. for $\frac{1}{2}$ at each end	6	3	8	6	3	8			
Do. in way of Quarter Deck	6	3	10	6	3	10			
Do. in way of Double Bottoms at Solid Floors	3	3	7	3	3	7			
" " at intermdt. Bkts.	3 1/2	3	7	3 1/2	3	7			
Distance of Frames from moulding edge to moulding edge, all fore and aft	22			22					
REVERSED FRAME, Angles <i>as per plan</i>	3	2 1/2	6	3	2 1/2	6			
DEEP FRAMING, depth of girder	<i>Bull Angle</i>	<i>Bull Angle</i>							
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	17 1/2		7	17 1/2	7				
" in way of Engines and Boilers	E. 7 B 9 1/8	E	7 B 9 1/8						
" thickness at the ends of vessel	6			6					
" depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>as per plan</i>	<i>as per plan</i>							
" height extended at the Bilges	35 1/4	43 1/4		35 1/4	43 1/4				
FLOORS & BRACKETS, in Cell Dble Bottoms	33		6	33	6				
" Distance apart	44			44					
CENTRE GIRDER, in Double Bottom, depth and thickness	33		8	33	8				
" Angles, Top	3 1/2	3 1/2	7	3 1/2	3 1/2	7			
" Bottom	4 1/2	3 1/2	7	4 1/2	3 1/2	7			
IDE GIRDERS, number on each side & thickness	2		6	2	6				
" Angles	3	2 1/2	7	3	2 1/2	7			
MARGIN PLATE, depth (exclusive of flange) and thickness	25		7	21	7				
" Angles to Outside Plating	3 1/2	3 1/2	7	3 1/2	3 1/2	7			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	33		8-6	33	8-6				
" thickness in Engine and Boiler space	<i>none</i>			<i>none</i>					
" Remainder in Holds	7			7					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	7	5 1/2	3	7			
" Angles on Upper Edge									
" Average space	22			22					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	7	5 1/2	3	7			
" Angles on Upper Edge									
" Average space	22			22					
BEAMS, Hold, Plate or Tee Bulb									
" Angles on Upper Edge									
" Average space									
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb									
" Angles on Upper Edge									
" Average space									
BEAMS, Bridge on Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	7			
" Angles on Upper Edge									
" Average Space	44			44					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	4	2 1/2	6	4	2 1/2	6			
" Angles on Upper Edge									
" Average space	22			22					
PILLARS, in 'tween Decks, Size and Spacing									
" " Hold <i>in way of it ak</i>	3 1/2	44		3 1/2	44				
" " Quarter, 'tween Dks., "	3 1/2	44		3 1/2	44				
" " in Hold									
WEB FRAMES, in Fore Body, No. and Spacing									
" " Breadth & Thickness	2	15	7-6	2	15	7-6			
WEB FRAMES, in E. & B. Space, No. & Spacing	4	<i>as per plan</i>		4	<i>as per plan</i>				
" " Breadth & Thickness	15		7-6	15		7-6			
WEB FRAMES, in After Body, No. and Spacing									
" " Breadth & Thickness									
" " No. of Side Stringers									
" " Size of Angles or Tee Bars to Web Frames	3	2 1/2	6	3	2 1/2	6			
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness									
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.									
BULKHEADS.					STIFFENERS.				
	In Vessel.	Per Rule.	Thickness.		Horizontal.	Vertical.	Single or Double Frames.	Height up	
W.T. BULKHEADS	3	3	6 1/2	20ths	Size.	Spacing.	Size.	Spacing.	
PARTITION	1		5 1/2		3 1/2 x 3	20	3 1/2 x 3	20	Double F.O.D.
LONGITUDINAL									
Are the outside Plates doubled two spaces of Frames in length? <i>Yes, diamond shape</i>									
Are the Sluice Valves and Watertight Doors in efficient working order? <i>none</i>									

PLATING.

RIVETING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				UPPER EDGES.				BUTTS.			
	AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.		Single or Double.		RIVETS.		Double or Treble or for what Length.		RIVETS.	
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE REEL (If their Reel, state Riveting)	33	13	10	10	33	13	10	10	Double	5 1/2	3/8	3/8	3/8	3/8	16 1/2	15-10
GARBOARD OF A STRAKE	40 1/2	10	9	9	39	10	9	9	0 1/2	4 1/2	3/4	3/8	1/2	1/2	2 1/2	7 1/2
State actual thickness in way of Double Bottom.	46	9	8	8	46	9	8	8	0 1/2	"	"	"	3/8	3/8	"	"
Sheerstrake	54	8	7	7	53	8	7	7	0 1/2	"	"	"	3/8	3/8	"	"
D	46	10	8	8	46	10	8	8	0 1/2	"	"	"	3/8	3/8	"	"
E	54	9	7	7	53	9	7	7	0 1/2	"	"	"	3/8	3/8	"	"
F	45 1/2	9	8	8	46	9	8	8	0 1/2	"	"	"	3/8	3/8	"	"
G	53	9	7	7	53	9	7	7	0 1/2	"	"	"	3/8	3/8	"	"
H	35	12	8	8	35	12	8	8	Single	3	"	"	3/8	3/8	16 1/2	14-8
J	Boss plates and after garboard plates of midship thickness															
K																
L																
M																
N																
O																
P																
DOUBLING OF PLATE REEL	Rubbing piece 95' x 10' 1/2"				95' x 10' 1/2"											
Length of Bilges	31 ft 9"				30 ft 9"											
Length of Sheerstrake																
POOP SIDES	43 1/2	7	6	6	42	7	6	6	Single	2 1/2	3/4	3/8	2 1/2	3/4	5	full
RAISED QUARTER DECK SIDES	6				5				"	2 1/2	3/4	3/8	"	3/4	5	full
BRIDGE SIDES									"	2 1/2	3/4	3/8	"	3/4	4 1/2	"
FORECASTLE SIDES									"	2 1/2	3/4	3/8	"	3/4		
LENGTHS OF PLATING	Seven frame spaces															

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, outside Plating, &c. *Ans: Steel Coy. of Scotland, Glasgow Iron & Steel Coy. Limited, Glasgow, David Colville & Sons, Glasgow, S. & J. Brown, Glasgow, Plate & Steel Coy. of Scotland & the Glasgow Iron & Steel Coy.*

Has the Steel been tested as required by the Rules *Yes*

Main Stringer Plate Butts, treble riveted for *half* length amidship. Straps, single, double or overlapped for *full* length amidship.

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *Double*

Inner Bottom Plating, riveting of Edges *Double & Single* Butts *Double & Single*

Centre Girder Butts, *double* riveted. Keelson Butts, *treble* riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *5 1/2* apart.

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *centre line* to *margin plate and from margin plate to deck*

REVERSED FRAMES on floors and frames extend from *centre line (in way of ordinary framing) to lower side stringer and raised quarter deck alternately, double in 8' & 10' space*

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	RIVETING.			
			At Partners.	Heel.	Hounds.	Head.		Straps.	Butts.	Butts.	Butts.
Fore	Steel	66' 8"	18' 2"	14' 2"	13' 2"	6' 2"	Two	Single	Double	Double	Double
Main		70' 9"									
Mizen	P. Line	36' 0"	12'	12'	8'	5'					
Bowsprit											
Topmasts, Yards and Remainder of Spars	<i>Pitch pine</i>										
Rigging, Material and Size, Shrouds	<i>Fore and Main 5/8" Wire 3 at 2, stays 7 at 2 1/2</i>										
Sails	<i>one</i> Suit of <i>Sails and the following spare sails</i> <i>none</i>										

EQUIPMENT No. 12659-5 LETTER 1.												TONNAGE FOR TRAWLERS				U.K.	
ANCHORS.																	
Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
36372	1st Bower ..	21	0	0	Stacklers	21	12	2	0	20	3	0	Bull dog Patent	G. Lygack & Co	Ltd. 23.6.99. H. T. Welford.		
36244	2nd „ ..	20	3	0	B ²	21	8	0	14	20	3	0	B ²	B ²	„ 6.6.99 B ²		
37414	3rd „ ..	18	0	0	B ²	19	0	0	0	18	0	0	B ²	B ²	„ 9.11.99 B ²		
	Collective weight.	59	3	0						59	2	0					
38101	Stream	5	2	7	1	1	21	7	18	1	21	5	2	Common	B. Taylor & Son	„ 14.2.00 B ²	
38092	Kedge	2	3	0	0	2	21	5	5	0	0	2	3	B ²	B ²	„ 13.2.00 B ²	
Drop and mechanical tests applied to cast steel anchor heads by J.B. Craig at Newcastle 17399, 23-3-99, 25-4-99, 82-5-99																	

CHAIN CABLES.

HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.			Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towing.	Fathoms and Size Per Table 22.
				Supplied.	Per Table 22.	Per Table 22.								
15035	210	1 1/2	51834	204-3-14	203-0-18	210-1-1/2	Steel Link	J. Taylor & Sons	Ed. 8300 H.T. Wellford	TOWLINE	90	3"	18	90 x 3"
										HAWSER	90	2 1/2"	12 1/2	90 x 2 1/2"
										WARP	120	3 1/2"	manilla	1
	60	3 1/2"	22	Galv. S. Wire.	60 x 3 1/2"	22	S. Wire	W. Ransom & Co. Dundee			40	90	5"	40 x 90 x 5"

Boats *2* Lifeboats and one dingy

Pumps, Number *Three* Diameter of Barrel *4"* Tail pipe *State whether they are in efficient working order* *Yes*

Windlass is *of iron, steam, made by Clarke Chapman & Co* Capstan, *Steam winches used for Capstan* (5)

Engine Room Skylights.—How constructed? *Built of Teak, with glass windows*

What arrangements for deadlights in bad weather? *Iron wire Guards and tarpaulins*

Coal Bunker Openings.—How constructed? *Steel plates & angles. How are lids secured? Cleats, battens & tarpaulins* Height above deck? *7 1/2"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *2 scuppers aft 12 for " 2 freeing ports 30 x 21" and 3 forward 30 x 20 1/2"*

Ceiling in Holds, thickness and material *2 1/2" white pine* Ceiling 'tween Decks, thickness and material *8 x 2" white pine*

Cargo Hatchways.—How formed? *Steel plates forming runways and fore and after hatches.* If strong and efficient? *Yes 3 solid*

State size No. 1 Hatch (Forward) *12-10 x 10-0* No. 2 Hatch *24-3 x 14-0* No. 3 Hatch *22-0 x 12-0* No. 4 Hatch *3-10 x 12-0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1st Hatch, 1 fore after and one shifting beam, 2nd Hatch, 2 fore after and one shifting beam, 3rd Hatch, 2 fore after and one shifting beam, 4th Hatch, 2 fore after and one shifting beam*

Bulwarks, height above deck and description *Steel plates & angles. Bull plate stays 1 1/2" x 1/2"* Main Rail, material and size *Bull angle 6 x 3 1/2"*

The above is a correct description.

Builder's Signature (here only) *P. E. K. K.* Surveyor's Signature *Robt. Howie.* 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 the case) *M 12.10.99, 24.10.99.**13.11.99 5.3.00 E. 26.3.00*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*to plate, &c., conform well to each other? *Yes*from the faying surfaces? *Yes*Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes*Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plans forwarded herewith, the approved midship section forwarded to London on the 11th inst for preparation of Certificate, the Secretary's letter referred to above and in general conformity with the Society's Rules and Regulations.

The workmanship on this vessel is good and the materials used in the vessels construction are good.

One report on forgings forwarded herewith

This vessel is practically a sister vessel to the same builders "Prestonian", Dundee Rpt No 6533 but built for different owners, and the arrangements are slightly altered to suit vessels trade

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

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Deck *97.75* ft., Bridge Dk. *1283* ft., F'castle *23.25* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

The raised quarter deck is joined to the bridge deck

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 Dk (Stl) and deep framing*

Official No. *113369*; Signal Letters.

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular System*

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft.			Fore peak tank,		
Double bottom, under Engines and Boilers.			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	<i>122-10'</i>	<i>181</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules *Yes*

Order for Special Survey No. <i>669</i>	DATES OF SURVEYS held while building	1899	1900
Date <i>11th Nov. 1899.</i>		<i>Dec. 27-31, Nov. 1-3-6-13-15-16-17-20-22-23-27, Dec. 2-6-8-11-12-14-20-22-27.</i>	<i>Jan. 8-10-12-17-19-23-26-29.</i>
No. <i>131</i> in builder's yard		<i>31 Feb. 2-7-9-13-15-22-23-26-27, March. 1-3-7-9-12-14-20-29, April 3-5-6-10-16-21-25-26-28-30, May 1-4-5</i>	<i>8-10-15-18-22-25-30-31, June 1-2-5-6-7-8-11.</i>
		Total No. of Visits <i>76</i>	

The amount of Entry Fee £ *3* : 0 : 0 Fees applied for, *13th June 1899*

Special £ *34* : 17 : 0 Received by me, *17-6-99*

Certificate* £ *✓* : : Travelling Expenses, if any £ *✓* : :

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100A1 Steel Well St.*

With, or without Freeboard, as condition of Class

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

Committee's Minute *FRI 15 JUN 1900*

Character assigned *100A1 (Stl)*

at CP.

Wick Dym (m)

W + Lme. 6.00

Robt. Howie.

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