

1 or 2 Dks., R.O. Dk.,
and Pl. Awng. Dk.

IRON OR STEEL STEAMER.

182
No. 3098

State if Report is also sent on the Machinery of the Vessel. *Yes* *See 20514* Received at London *25 May 1901*
Date of completion of Report *24 May 1901* Port of *Middlesbrough on Tees.*
Date, First Survey *27 August 1900* Last Survey *17 May 1901*
Name of Vessel *Segontian* - Yard No. *164* Rig *Schooner.*
Master *William Evans.*

Survey held at *Middlesbrough*
On the *screw steamer*
TONNAGE under
Tonnage Deck } *1044.97*
Do. of Poop
Do. of Raised Or.
Do. of Bridge House } *47.64*
Do. of Forecastle
Do. of Houses on Deck } *40.61*
Do. of excess of Hatchways } *38.21*
Do. above Crown of
Engine Room } *1171.43*
Gross Tonnage
Less Crew Space } *42.39*
Less above Crown of
Engine Room }
TONNAGE FOR FEES .. *1129.04*
Less Engine Room } *374.86*
Less Navigation Spaces } *17.32*
Register Tonnage
as cut on Beam .. *436.86*

ONE OR TWO DECKED VESSEL.

CLASS *100 A 1 Steel.*

Half Breadth (moulded) *16.87*
Depth from upper part of Keel to top of Main Deck Bms. *17.25*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *31.56*
1st Number (for R.O.D. 69.18) *65.68*
Length on deck from after part of stem to fore part of stern post *223.77*
2nd Number *14697*
Proportions—Breadths to Length *6.63*

Depths to Length—Main Deck to top of Keel *12.97*

Destined Voyage *Operto via Lyne* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

Year of appointment (1) As master in service of owner of present vessel—18 *98*
(2) As master of this vessel—*1901*
Built at *Middlesbrough on Tees*
When built *1901* Launched *3 April 1901*
By whom built *W. Harkness & Son*
Owners *The Segontian Steamship Co. Ltd.*
Managers *Or W. Williams & Co.*
(Where necessary to be entered in Reg. Book).
Residence *Cardiff*
Port belonging to *Cardiff*

Length on Deck as Moulded *223* Feet. *94* Inches. BREADTH—Moulded *33* Feet. *9* Inches. DEPTH—Actual Top of Deck to top of Main Deck Beams *15* Feet. *4 1/2* Inches. No. of Decks with Flat laid *One*
No. of Tiers of Beams *One deck framing*
Dimensions of Ship per Register, Length, *224.6* breadth, *34.0* depth, *17.8* Moulded Depth, *16* ft. *6 1/2* ins. Round of Beam, Actual *8 1/2* 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
Main, Angles, L or C Bars, for 1/2 length amidships <i>4 1/2</i> 3 <i>9</i> <i>4 1/2</i> 3 <i>9</i>				KEEL, Bar or Side Plates depth and thickness <i>4 1/2 x 2 3/8</i> <i>4 1/2 x 2 3/8</i>			
for 1/2 at each end <i>4 1/2</i> 3 <i>8</i> <i>4 1/2</i> 3 <i>8</i>				STEM, moulding and thickness <i>4 1/2 x 4 3/4</i> <i>7 1/2 x 4 3/4</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				STERN-POST for Rudder do. do. <i>4 1/2 x 4 3/4</i> <i>7 1/2 x 4 3/4</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" for Propeller <i>5 1/2</i> <i>5 1/2</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				MAIN PIECE of Rudder, diameter at head, ... <i>3</i> <i>3</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				do. at heel <i>3</i> <i>3</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				RUDDER, how constructed <i>Iron forgings plates in usual way</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Can the Rudder be unshipped afloat? <i>Yes</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				KEELSONS AND STRINGERS.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate <i>3 1/2</i> <i>3 1/2</i> <i>8</i> <i>3 1/2</i> <i>8</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Rider Plate, Angles above floors <i>3 1/2</i> <i>3 1/2</i> <i>7</i> <i>3 1/2</i> <i>7</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Bulb Plate to Intercoastal Keelson <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Horizontal Plates on Floors <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angles on lower edge of Keelson <i>5</i> <i>3 1/2</i> <i>8-7</i> <i>5</i> <i>3 1/2</i> <i>8-7</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				SIDE KEELSON, Angles <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Bulb or Plate above floors for lng. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Intercoastal Plate for length <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Attached to outside plating with Angle .. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				BULGE KEELSON, Angles <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Bulb or Plate above floors for len. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Intercoastal Plate for length <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Attached to outside plating with Angle .. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				BULGE STRINGERS, Angles <i>5</i> <i>4</i> <i>10</i> <i>5</i> <i>4</i> <i>10</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Bulb Plate for length <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Intercoastal Plate for length <i>17</i> <i>8</i> <i>17</i> <i>8</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Attached to outside plating with Angle .. <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>7</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angles on lower edge of Keelson <i>5 1/2</i> <i>4</i> <i>11-10</i> <i>5 1/2</i> <i>4</i> <i>11-10</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Bulb or Intercoastal Plate for whole lng. <i>18</i> <i>8</i> <i>18</i> <i>8</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Attached to outside plating with Angle .. <i>3</i> <i>3</i> <i>7</i> <i>3</i> <i>7</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Main and Raised Quarter Deck Stringer Plate, breadth and thickness <i>32</i> <i>10</i> <i>32</i> <i>10</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angle on ditto <i>4 x 4</i> <i>8</i> <i>4 x 4</i> <i>8</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Tie Plates fore & aft, outside Hatchways .. <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Diagonal Tie Plates on Bms., No. of Pairs <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Main Dk* Iron or Steel for whole lng. <i>—</i> <i>6</i> <i>—</i> <i>6</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" R. Q. Dk* Iron or Steel for whole lng. <i>—</i> <i>6</i> <i>—</i> <i>6</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Wood Deck, Material & thickness <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Raised Lower Deck Stringer Plate, breadth and thickness <i>21</i> <i>10</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angles on ditto, No. <i>Two</i> <i>4 x 4</i> <i>8</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Tie Plates, outside Hatchways <i>5 x 4</i> <i>10</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Deck, Material and thickness <i>3 x 3</i> <i>7</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Hold Stringer Plate <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angles on ditto, No. <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Poop Deck Stringer Plate, breadth & thickness <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angle on ditto <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Tie Plates <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Deck, Material and thickness <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Bridge Deck Stringer Plate, brdth & thickness <i>24</i> <i>7</i> <i>24</i> <i>7</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angle on ditto <i>3 x 3</i> <i>8</i> <i>3 x 3</i> <i>8</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Tie Plates <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Deck, Material and thickness <i>Steel</i> <i>—</i> <i>5</i> <i>—</i> <i>5</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Forecastle Deck Stringer Plate, brdth & thcknss <i>20</i> <i>6</i> <i>20</i> <i>6</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Angle on ditto <i>3 x 3</i> <i>6</i> <i>3 x 3</i> <i>6</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Tie Plates <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				" Deck, Material and thickness <i>Steel</i> <i>—</i> <i>4</i> <i>—</i> <i>4</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				BULKHEADS.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Number. Thickness. STIFFENERS.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				In Vessel. Per Rule. Horizontal. Vertical. Single or Double Frames. Height up.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Size. Spacing. Size. Spacing. Inches. Inches. Inches. Inches.			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				W.T. BULKHEADS <i>4</i> <i>4</i> <i>6 1/4 x 3 x 7/8</i> <i>4 1/2 x 3 x 7/8</i> <i>30</i> <i>4 1/2</i> <i>4 1/2</i> <i>4 1/2</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				PARTITION .. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				LONGITUDINAL .. <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i> <i>—</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Are the outside Plates doubled two spaces of Frames in length? <i>Diamond Shape</i>			
in way of Double Bottoms at Solid Floors <i>4</i> 3 <i>4</i> 3 <i>4</i>				Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>			

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		LOWER EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		RIVETS.		STRAPS.		IF LAPPED.						
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					
FLAT PLATE KEEL	34	14	12	12	34	14	Double	6	1	3 1/2	Double	1	3 1/2	10 1/2	Whole				
GARBOARD OF A Strake	40	11	10	11	40	11	Double	6	1	3 1/2	Double	1	3 1/2	9	do.				
State actual thickness in way of Double Bottom.	B	54	9	8	—	9	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
C	46	9	8	10	—	9	Double	42	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
D	54	10	9	9	—	10	Double	42	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
E	38	10	9	9	—	10	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
F	53	10	9	9	—	10	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
G	43	10	8	8	—	10	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
H	53	9	8	8	—	9	Double	42	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
J	42	10	8	8	—	10	Double	42	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
K	38 1/2	13 1/2	9	9	—	13 1/2	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
L	42	8	5	5	—	8	Double	54	3	3 1/2	Double	3	3 1/2	4 1/2	do.				
M	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
N	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
O	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
P	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
DOUBLING OF Flat Plate Keel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Length and thickness of Sheerstrakes.	Doubled for about 20 ft at Breaks.																		
POOP SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
RAISED QUARTER DECK SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
BRIDGE SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
FORECASTLE SIDES	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
LENGTHS OF PLATING	12	8	—	—	—	—	—	—	—	—	—	—	—	—	—				

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.?

Steel Plates: *Dolekew Vaughan 16°*
 Steel Angles: *Consett*
 Iron Plates: *proville 16°*

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

FRAMES extend in one length from *Middle Line* to *Tank side & thence to Main & Raised Decks*

REVERSED FRAMES on floors and frames extend from *Tank side (Dull Angle Deck Framing outside Double Bottom)*

MASTS, SPARS, &c.											
LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	<i>Itchpine</i>	<i>65-6</i>	<i>15</i>	—	—	—	—	—	—	—	—
Main	<i>Itchpine</i>	<i>60-6</i>	<i>15</i>	—	—	—	—	—	—	—	—
Mizen	—	—	—	—	—	—	—	—	—	—	—
Bowsprit	—	—	—	—	—	—	—	—	—	—	—
Topmasts, Yards and Remainder of Spars	—	—	—	—	—	—	—	—	—	—	—
Rigging, Material and Size, Shrouds	<i>Galvanized Wire & Manila. Shrouds 3. Stays 3 1/2.</i>										
Sails.	<i>One complete Suit of Fore & aft</i>										

EQUIPMENT No. *46534* LETTER *N* TONNAGE for TRAWLERS *U.D.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 Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.			
40218	1st Bower	26	3	14	26	5	2	14	26	1	0	Reliance Patent
40356	2nd "	25	3	14	25	10	1	7	26	1	0	"
40511	3rd "	22	3	0	22	18	3	0	22	2	0	"
	Collective weight	75	2	0	75	2	0	75	2	0	0	"
40309	Stream	4	1	0	4	9	9	1	4	4	1	Common
40310	Kedge	3	2	0	3	21	5	18	3	0	3	"

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	TEST PER CERTIFICATE		WEIGHT OF CHAIN CABLE		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintended.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Table 22.				
			Tons.	Supplied.	Tons.	Per Table 22.													
15720	105	1 1/2	55	122	0	142	2	0	15	15	15	15	15	15	15				
30958	105	1 1/2	55	122	0	142	2	0	15	15	15	15	15	15	15				
	45	3/4	26	35	—	—	—	—	—	—	—	—	—	—	—				

Boats *Two life boats (19 ft. 6 in.) and one jolly boat (15 ft.).*

Pumps, Number *By wheel pump in engine room, connected to suction in each hold & Hand pump in fore peak.*

Windlass is *Emerson Walker & Thompson's (Steam).* Capstan *Four steam winches.*

Engine Room Skylights.—How constructed? *Steel plates and angles.*

What arrangements for deadlights in bad weather? *Leak flaps with Bull's Eyes.*

Coal Bunker Openings.—How constructed? *Steel plates & angles. How are lids secured? Bolted.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 pairs before & 3 abaft bridge (20 x 18). Height above deck? 18.*

Ceiling in Holds, thickness and material *2 1/2" Pine.* Ceiling 'tween Decks, thickness and material *2" Pine.*

Cargo Hatchways.—How formed? *Steel plates & angle.* Hatches.—If strong and efficient? *2 1/2" Solid.*

State size No. 1 Hatch (Forward) *19-2 x 16-0* No. 2 Hatch *21-1 x 16-0* No. 3 Hatch *19-3 x 16-0* No. 4 Hatch *19-2 x 16-0.*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Two web plates in No. 2 Hatch, & one in each of the others.*

Three Wood Fore Rafter in each.

Bulwarks, height above deck and description *46" Steel plates.* No. of Breasthooks *Four* No. of Crutches *One.*

Main Rail, material and size *5 1/2 x 3 x 1/2 Dull angle.*

The above is a correct description.

Builder's Signature (here only) *W. Marshall* Surveyor's Signature *Octavius Harbeth*

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) *18th April (M) 23rd April (M) 3rd May (M) 4th June (M) 16th October (E) 1900 and 6th March 1901 (M) & 15th Decem^r (M) 1900.*

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 facing surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few only*

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* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes* State results of tests *✓*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer, which is a duplicate of the S.S. Venedotian, Vibro Report No 3048, has been built in accordance with the approved plans of Midship Section and Profile as amended, the Secretary's letters of the above mentioned dates bearing upon the case, and in other respects as required by the Rules and Circulars for the class contemplated.*

The Workmanship is good throughout.

She has a Bilge Keel formed of bulb 1/2 x 5/8 and one Angle 5 x 3 x 5/8 fitted for a length of about ninety feet amidships.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of *Raised Fore Deck* *40* ft., R.Q.D. or Break *22 1/4* ft., Bridge Dk. *55 1/2* ft., F'castle *20 1/2* 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

Raised Fore Deck, Bridge and Raised Quarter Deck joined.

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) *1st (pt. iron pt. stl) and deep framing.*

Official No. _____; Signal Letters _____

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint.*

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Double bottom, aft, <i>and</i>	<i>48.58</i>	<i>160.4</i>	Fore peak tank,	✓	✓
Double bottom, under Engines and Boilers.	✓	✓	After peak tank,	<i>11.5</i>	<i>23.6</i>
Double bottom, if under Engines only,	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Boilers only,	<i>15.33</i>	<i>32.0</i>	Other tanks, if fitted,	✓	✓
Double bottom, forward,	<i>92.0</i>	<i>160.0</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. *492*

Date *27-4-00*

No. *154* in builder's yard

DATES OF SURVEYS held while building

1900 Aug 27-30 Sept 3-4 5-7 10-13 19-27 Oct 14 9-11 16-18 22-24 30. 1901 2-5 6-7 8-9 12-13 14-15 16-20 21-26 28-30 Dec 4-7 11-13 14-15 17-19 20-27. 1901 Jan 11-14 17-18 22-24 28-31 Feb 6-8 11-12 14-18 25-26 28. 1902 Mar 1-4 5-6 8-12 13-15 21-26 30. Apr 1-3 4-10 May 3-6 7-13 14-15

Total No. of Visits *84*

The amount of Entry Fee £ *4 : 0 : 0* Fees applied for, *21.5 1901*

Special £ *53 : 4 : 6* Received by me, *R.H.*

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 *100 A.1. Steel L.A.C.P.*

With, or without Freeboard, as condition of Class *✓*

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

Committee's Minute

Character assigned *100 A.1. Steel*

as P. G.V. + L.M. 6.5.01

TUES. MAY 28 1901

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