

With or Without  
Disconnected Erections.

STEEL STEAMER.

WFO. 21 MAY. 1924

Received at London Office

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

Date of completion of report *19th May 1924* Port of *Glasgow*  
Survey held at *Glasgow* Date, First Survey *20th Dec. 1922* Last Survey *19th May 1924*

On the (State if Single, Twin, or Triple Screw) *S. S. "CABLE ENTERPRISE"* Rig *Schooner*

TONNAGE under Tonnage Deck... *872.29* CLASS *100. A.1. with Freeboard* Built at *Pointhouse, Glasgow*

Do. between Tonnage Dk. and 3rd and 4th Dk. *45.51* Breadth (greatest moulded) *30.00* When built *1924* Launched *8th Feb. 1924*

Total under Upper Dk. *4.38* Depth, at middle of length from top of keel to top of upper deck beams at side *21.33* By whom built *A. & J. Inglis Ltd.*

Do. of Bridge House *20.48* Transverse Number *191.52* Owners *Western Telegraph Co. Ltd.*

Do. of Forecastle *942.66* Length on deck from fore part of stem to after part of stern post *198.58* Longitudinal Number *4085.0* Managers *do*

Do. above Crown of Engine Room *198.58* Depth "d," at middle of length (See Secs. 2 & 13) *11.5* Residence *London*

Gross Tonnage *359.54* Proportions—Depths to Length—Upper Deck Beam at side to top of keel *8.9* Port belonging to *London*

Less Crew Space *27.52* " " Long Bridge Deck Beam at side to top of keel *6.7*

Less above Crown of Engine Room *357.02* Destined Voyage *South America* If Surveyed while Building, Afloat, & in Dry Dock *Yes*

Less Navigation Spaces *357.02*

Register Tonnage *357.02*

as out on Beam

LENGTH on Deck as per Rule *191 6 4* BREADTH Moulded *30 0* DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *19 4 2* No. of Decks with flat laid *Two*

Do. do. do. do. Second Dk. Beams *12 1 2* No. of Tiers of Beams *Two*

Moulded depth, ft. *28* ins. *7* To Bridge Dk. Round of Upper Dk. Beam, Actual *7 1/2* ins.

Dimensions of Ship per Register, Length *198.9* breadth *30.1* depth *19.45* Moulded depth, ft. *21* ins. *4* To Upper Dk.

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule Or as Appro. Inches per Rule Or as Appro. Inches per Rule Or as Appro. Inches per Rule Or as Appro.

FRAME, Angles or Bars amidships *5 1/2 3 36 5 1/2 3 36* PILLARS. In 'tween Decks, and spacing *22 x 53 22 x 53*

Do. in peaks *5 1/2 3 30 5 1/2 3 30* " " " " *4 4 48 4 4 48*

Do. in way of Double Bottoms at Solid Floors *3 3 31 3 3 31* " " " " *12 x 53 12 x 53*

Spacing of Frames from centre to centre amidships *24* " " " " *4 4 46 4 4 46*

REVERSED FRAME, Angles *5 1/2 3 31 5 1/2 3 31* SIDE KEELSONS, Number (in boiler space) *5 1/2 3 48 5 1/2 3 48*

Do. in way of Double Bottoms at Solid Floors *3 3 31 3 3 31* " " " " *3 3 31 3 3 31*

FRAMING, depth of girder *5 1/2 3 31 5 1/2 3 31* " " " " *3 3 31 3 3 31*

FLOORS, depth and thickness of Floor Plate at mid-line for length amidships *18 x 44 18 x 44* " " " " *3 3 31 3 3 31*

Do. in way of Engine and Boiler Spaces *18 x 44 18 x 44* " " " " *3 3 31 3 3 31*

thickness of the ends of vessel *9* " " " " *3 3 31 3 3 31*

depth at 1/2 the half breadth, as per Rule *36* " " " " *3 3 31 3 3 31*

height extended at the Bilges *31* " " " " *3 3 31 3 3 31*

FLOORS in Cell, Double Bottoms *16* " " " " *3 3 31 3 3 31*

state if flanged (top & bottom) *24* " " " " *3 3 31 3 3 31*

Spacing of Solid floors *31 x 41 31 x 41* " " " " *3 3 31 3 3 31*

CENTRE GIRDER, in Dbl. bottom, dpth. & thickness *3 3 31 3 3 31* " " " " *3 3 31 3 3 31*

Angles, Top *One* " " " " *3 3 31 3 3 31*

Bottom *One* " " " " *3 3 31 3 3 31*

to Floors *One* " " " " *3 3 31 3 3 31*

Brackets at intermdt. frmg. width & thickness *One 31 One 31* " " " " *3 3 31 3 3 31*

SIDE GIRDERS, number on each side & thickness *One 31 One 31* " " " " *3 3 31 3 3 31*

state if flanged (top and bottom) *No* " " " " *3 3 31 3 3 31*

Angles (top and bottom) *3 3 31 3 3 31* " " " " *3 3 31 3 3 31*

to Floors *2 1/2 2 1/2 30 2 1/2 2 1/2 30* " " " " *3 3 31 3 3 31*

MARGIN PLATE, depth (exclusive of flange) and thickness *23 x 36 23 x 36* " " " " *3 3 31 3 3 31*

Angle to Outside Plating *3 3 31 3 3 31* " " " " *3 3 31 3 3 31*

Floors *3 3 31 3 3 31* " " " " *3 3 31 3 3 31*

Brackets at intermdt. frmg. width & thickness *14 1/2 14 1/2* " " " " *3 3 31 3 3 31*

Height of Outside Brackets above at bilge *42 1/2 x 37 42 1/2 x 37* " " " " *3 3 31 3 3 31*

INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake *70 x 37 70 x 37* " " " " *3 3 31 3 3 31*

in Engine and Boiler space *32 x 30 32 x 30* " " " " *3 3 31 3 3 31*

Remainder in Holds *32 x 30 32 x 30* " " " " *3 3 31 3 3 31*

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *6 3 40 6 3 40* " " " " *3 3 31 3 3 31*

In way of long Bridge *and as per app. plan* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *6 3 30 6 3 30* " " " " *3 3 31 3 3 31*

Spacing *24 x 48 24 x 48* " " " " *3 3 31 3 3 31*

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *and as per app. plan* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *5 1/2 3 36 5 1/2 3 36* " " " " *3 3 31 3 3 31*

Angles on upper edge *48* " " " " *3 3 31 3 3 31*

Spacing *48* " " " " *3 3 31 3 3 31*

WEB FRAMES.
WEB-FRAMES, In Fore Body, No. and spacing
No. of Side Stringers
WEB-FRAMES, In E. & B. Space, No. & spacing
No. of Side Stringers
BRACKET PLATES to Stringers between Web Frames, depth and thickness

FORGINGS or CASTINGS.
KEEL, Bar, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
RUDDER-A x D\* Table 22. Speed
Main-Piece, diameter at head
at heel

BULKHEADS.
Total No. of W.T. BULKHEADS. In Ship
SCANTLINGS MIDSHIP BHDS.
COLLISION
AFT PEAK
PARTITION
LONGITUDINAL in oil bunker
Are the Hatch Valves and Watertight Doors in efficient working order?

RUDDER, how constructed
Thickness of Plates or Single Plate
Can the Rudder be unshipped afloat?
Manufacturer's name or trade mark of the Iron or Steel
Has the Steel been tested as required by the Rules?

PLATING.
STRAKES.
AS IN SHIP.
PER RULE OR AS APPROVED.
FLAT PLATE KEEL
GARBOARD OR A STRAKE
U.D. Sheer Str.
B.D. Sheer Str.
THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE
DO. OF STRAKE BELOW BRIDGE OF FLAT PLATE KEEL
SHEER STRAKES
POOR SIDES
BRIDGE BRIDGE SIDES
FORECASTLE SIDES

RIVETING.
EDGES, Ordinary or joggled?
BUTTS.
Double or Treble and for what Length.
RIVETS.
STRAPS.
IF LAPPED.
Butts of Side Stringers
Tie Plates
Inner Bottom Plating, riveting of Edges
Centre Girder Butts,
Frames, riveted through Plates with
Rivets, state whether Iron or Steel

FRAMES extend in one length from middle line to margin plate, thence to 2nd and upper dks, or bridge deck alternately
REVERSED FRAMES on floors and frames extend from across floors in double bottom and in boiler space.
MASTS, SPARS, &c.
Material.
Total Length.
DIAMETER AND THICKNESS.
No. of Plates in round.
ANGLES.
RIVETING.

LOWER MASTS.
Bowsprit
Topmasts, Yards and Remainder of Spars
Rigging, Material and Size, Shrouds
Sails.
Stays
Sails, and the following spare sails

EQUIPMENT No. 10241				LETTER C		ANCHORS.			TONNAGE U. BK. OR PLATING No. FOR TRAWLERS								
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
57623	1st Bower ...	22	1	21	Stockless	22	13	0	14	21	1	0	Byas type	S. Taylor & Sons	Tipton	28/17 Drysdale	
57622	2nd „ ...	21	3	14	do	22	5	2	14	21	1	0	do	do	do	23 do	
57624	3rd „ ...	21	3	0	do	22	3	3	0	18	0	0	do	do	do	do	
	4th „ ...																
	Collective weight.	66	0	7						60	2	0					
57688	Stream .....	6	0	4	1	2	10	8	5	0	0	5	3	0	Ordinary	do	Tipton 15/6/23 Drysdale
57670	Kedge.....	2	3	0	3	0	5	5	0	0	2	3	0	do	do	do 9/6/23 do	

Particulars of Drop Test of Cast Steel Anchors, viz. :—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	15. 1. 22.	W. A. D.	4558.	22. 1. 20
2nd ,,	15. 2. 1	W. A. D.	3769	18. 8. 19
3rd ,,	15. 1. 22	W. A. D.	3764	21. 8. 19
4th ,,				

# CHAIN CABLES.

# HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
57918	210 1/2	1 3/8	34.0	0.51	0.00	208.0	0.00	210	1 3/8	Std link	Jaylor & Sons Tipton, 14 1/2 Drysdale	TOWLINE	90	3	18	90	3
												HAWSERS & WARPS	90	6	Manila	90	6
Iron Stream Chain or Steel Wire												" "	90	5	"	90	5
												" "	120	4	33		
	60	3 1/4		22				60	3 1/4	Std link wire	Deacon & Co Ltd & R. S. Newark & Co.	" "	30 1/8	1	Std link chain		

## Boats

Steering Gear, Steam *Thos. Reid & Son* Steering Gear, Hand *Efficient*

Pumps, Number *One to fore peak* Diameter of Barrel *3"* State whether they are in efficient working order *Yes*

Windlass is *Steam by Clarke, Chapman & Co* Capstan *✓*

Engine Room Skylights.—How constructed? *Steel plates* What arrangements for deadlights in bad weather? *Folding flaps*

Coal Bunker Openings.—How constructed? *Steel plate coverings* How are lids secured? *Bayonet joints to S.S.* Height above deck? *Cummings 9"*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *5 Scuppers each side. No freeing ports.*

Ceiling in Holds, thickness and material *2 1/2 pine* Cargo Battens, thickness and material *2 pine*

Cargo Hatchways.—How formed? *Steel plates and angles* Hatches, If strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *7'0" x 7'0"* No. 2 Hatch *7'11" x 5'6 1/2"* No. 3 Hatch *5ft dia.* No. 4 Hatch *5ft dia.*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *1 web in No. 1 hatch, none in others, No fore and afters*

No. of Breasthooks *Three* No. of Crutches *Deep floors*

Bulwarks, height above deck and description *open rails* Main Rail, material and size *✓*

The foregoing is a correct description.

Builder's Signature (here only) *James H. Inglis* Surveyor's Signature *George Nicol*

Director. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

*See Secretary's letters of various dates.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*

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* Do the holes for riveting plate to frames, butt straps, or plate

from the faying surfaces? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *or overlapped* Do any rivets break into or through the seams or butts of the plating? *a few*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *The workmanship is good.*

*This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in general conformity with the Rules for the Class contemplated.*

*The plans for this vessel were approved on the basis of the new Rules.*

*23 plans, including midship section of vessel as built, enclosed herewith 2 forging and 3 Steel casting reports also enclosed.*

*The vessel is to be used for the repairing of submarine telegraph cables and is fitted with circular tanks for the stowage of these.*

*Specially constructed bunkers are provided for the carriage of oil fuel, and oil fuel is also to be carried in a portion of the double bottom.*

*The rules (Sections 30 and 35) for the construction and testing of oil fuel.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
Plans to be forwarded with F.E. Report showing vessel as built, and list of plans should be embodied in report.

The amount of Entry Fee .....	£ 4 : 0 : 0	Fees applied for, 20 MAY 1924	Hull & Machinery	Certificate to be sent to GLASGOW	Date of issue 6/6/24
Special Survey Fee .....	£ 94 : 6 : 0	Received by me, 6/6/24	Yes	Fitted for oil fuel F.P. above 150°F	
Travelling Expenses, if any £	4 : 0 : 0				
Freeboard					
State whether the Vessel has been built under Special Survey	Yes				
I am of opinion this Vessel should be Classed	100.A.1 with Freeboard.				
With, or without Freeboard, as condition of Class	With				
				George Nicol Surveyor to Lloyd's Register of Shipping	

Committee's Minute **GLASGOW 20 MAY 1924**

Character assigned *100A1*  
*With freeboard*  
*5.34.*

*Lloyds ATCP*

*+ LMC 5.34*

*Fitted for oil fuel 5.34 F.P. above 150°F*

002442-002448-0154 2/2

GENERAL REMARKS—

compartments have been carried out,

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 40 ft., Forecastle ☒ (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)  
2 dks (upper dk. *Stl.* Deck *S.* 2<sup>nd</sup> deck *Stl. W. S.*) Cruiser Stern,  
Official No. 147639 ; Signal Letters ☒ State if Machinery is fitted aft *No.* *Paint.* *Horaria* *composit*

If bottom of Vessel has been coated Inside *yes with cement & paint* Outside *yes with paint* give particulars of paint or other composition

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. *yes*

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water
<del>Double bottom, aft,</del>			Fore peak tank,	9.4	16
<del>Double bottom, under Engines and Boilers,</del>			After peak tank,	12.0	18
Double bottom, if under Engines only,	26.0	22.0	Deep tank, aft, <i>Forward, F. W. tank</i>	14.0	15
<del>Double bottom, if under Boilers only,</del>			Deep tank, forward, <i>after do</i>	14.0	15
Double bottom, forward,	100.0	129.0	Other tanks, if fitted, <i>(oil fuel)</i> <i>average L.</i>	17.0	16
	Total capacity of double bottom	151.0	Oil settling tanks (2)	6.0	2
			(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. 5546

Date 17. 2. 1923.

No. 648 P. in builder's yard.

DATES OF SURVEYS held while building

1922 Dec 20. 25 1923 Jan 8. 10. 16. 18. 23 24. 25. 29 Feb 5. 8. 9. 12. 14. 16 19. 20. 28 Mar 6 9. 13. 19. 21. 22. 29 Apr 10 19 May 4. 9. 10. 24. 28. 31 Jun 4. 12. 26 Jul 4. 31 Aug 1. 6. 9. 17. 23. 29. 31 Sep 3. 5. 10. Oct 1. 5. 8. 12. 18. 22. 2 Nov 2. 8. 12. 26 Dec 3. 6 11. 13. 19. 24. 26 27. 28 1924 Jan 4. 7. 10. 14. 16. 17. 21. 22. 24. 28 Feb 1. 5. 7. 8. 21. 28 5. 6. 7. 12. 13. 17. 19. 24. 25 Apr 2. 8. 10. 14. 16. 17. 22. 24. 28. 29 May 2. 19.

Total No. of Visits

Surveyor's Signature

George Nicol Lloyd's Register Foundation