

2 Dks., R.O.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

THUR, 2 JUN 1898

No. 19052

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *31st May 1898* Port of *Greenock*
Survey held at *Port Glasgow* Date, First Survey *16th Nov 1897* Last Survey *31st May 1898*
On the *Twin Screw Steamer "J. E. Fuller"* Rig *Schooner*
Master *Alex. Thompson*

TONNAGE under
Tonnage Deck *341.91*
Do. of Poop *20.74*
Do. of Raised Or. *2.81*
Do. of Bridge House *3.53*
Do. of Forecastle *3.53*
Do. of Houses on Deck *3.53*
Do. of Hatchways *3.53*
Do. of Crown of *3.53*
Engine Room *3.53*
Gross Tonnage *399.02*
Less Crew Space *58.02*
Less above Crown of *3.53*
Engine Room *3.53*
TONNAGE FOR FEES *334.44*
Less Engine Room *3.53*
Less Navigation Spaces *6.02*
Register Tonnage *116.33*
as cut on Beam ..

ONE OR TWO DECKED VESSEL.
CLASS *100A1*
Half Breadth (moulded) *13.0*
Depth from upper part of Keel to top of Main Deck Bms. *14.6*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *25.0*
1st Number *52.6*
Length on deck from after part of stem to fore part of stern post *135.25*
2nd Number *7114.15*
Proportions—Breadths to Length *5.2*
Depths to Length—Main Deck to top of Keel *9.26*
Destined Voyage *Cape Town via St. Vincent*

Year of appointment *1898*
Built at *Port Glasgow*
When built *1898* Launched *20th April*
By whom built *J. J. Dunlop & Co.*
Owners *Table Bay Harbour Board*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Cape Town*
Port belonging to *Cape Town*

LENGTH on Deck as per Rule *135* Feet. *3* Inches. BREADTH—Moulded *26* Feet. *0* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams *13* Feet. *4* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, *136.6* breadth, *26.0* depth, *13.3* Moulded Depth, *14* ft. *0.5* ins. Round of Beam, Actual *6.5* ins.

FRAMING.					FORGINGS AND CASTINGS.				
	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or 20ths Approved		Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or 20ths Approved
FRAME, Angles, <i>LE</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships	<i>3 1/2</i>	<i>3</i>	<i>6 1/2</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates depth and thickness	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>
Do. for $\frac{1}{2}$ at each end	<i>3 1/2</i>	<i>3</i>	<i>5 1/2</i>	<i>3 1/2</i>	STEM, moulding and thickness	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>
Do. in way of Double Bottoms at Solid Floors ..	<i>3 1/2</i>	<i>3</i>	<i>6 1/2</i>	<i>3 1/2</i>	STERN-POST for Rudder do. do.	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	for Propellers	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>	<i>6 1/2 x 2 1/2</i>
REVERSED FRAME, Angles	<i>3</i>	<i>2 1/2</i>	<i>5 1/2</i>	<i>2 1/2</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
DEEP FRAMING, depth of girder	<i>15</i>	<i>6 1/2</i>	<i>15</i>	<i>6 1/2</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
FLOORS, depth and thickness of Floor Plate } at mid-line for $\frac{1}{2}$ length amidships	<i>15</i>	<i>6 1/2</i>	<i>15</i>	<i>6 1/2</i>	RUDDER, how constructed <i>Single plate + iron frame</i>				
in way of Engines and Boilers	<i>10 1/2</i>	<i>5 1/2</i>	<i>10 1/2</i>	<i>5 1/2</i>	Can the Rudder be unshipped afloat? <i>Yes</i>				
thickness at the ends of vessel	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	KEELSONS AND STRINGERS.				
height extended at the Bilges	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate }	<i>19</i>	<i>8 1/2</i>	<i>19</i>	<i>8 1/2</i>
FLOORS & BRACKETS, in Cell Dble Bottoms } Distance apart	<i>22</i>	<i>22</i>	<i>22</i>	<i>22</i>	Under Plate	<i>10</i>	<i>8 1/2</i>	<i>10</i>	<i>8 1/2</i>
CENTRE GIRDER, in Double Bottom, depth } and thickness	<i>32</i>	<i>8 1/2</i>	<i>32</i>	<i>8 1/2</i>	Bulb Plate to Intercoastal Keelson	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	<i>3</i>
Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	<i>3 1/2</i>	Horizontal Plates on Floors	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	<i>3</i>
Bottom	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	Angles	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	<i>3</i>
SIDE GIRDERS, number on each side & thickness }	<i>3</i>	<i>2 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	SIDE KEELSON, Angles, (single plates)	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Angles	<i>3</i>	<i>2 1/2</i>	<i>6 1/2</i>	<i>2 1/2</i>	Bulb or Plate above floors for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
MARGIN PLATE, depth (exclusive of flange) } and thickness	<i>48</i>	<i>7 1/2</i>	<i>48</i>	<i>7 1/2</i>	Intercoastal Plate for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Angles to Outside Plating	<i>48</i>	<i>7 1/2</i>	<i>48</i>	<i>7 1/2</i>	Attached to outside plating with Angle ..	<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>
INNER BOTTOM PLATING, breadth and } thickness of Middle Line Strake	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	BILGE KEELSON, Angles, (single)	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
thickness in Engine and Boiler space ..	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Bulb or Plate above floors for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Remainder in Holds	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Intercoastal Plate for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
BEAMS, Main and Raised Quarter Deck, } Single Angle, Bulb Angle, Plate or Tee Bulb }	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Attached to outside plating with Angle ..	<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	BILGE STRINGER Angles, (single)	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Bulb or Plate above floors for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
BEAMS, Lower Deck, Single Angle, Bulb } Angle, Plate or Tee Bulb	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Intercoastal Plate for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Attached to outside plating with Angle ..	<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	SIDE STRINGER Angles, (single)	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
BEAMS, Hold, Plate or Tee Bulb	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Bulb or Intercoastal Plate for	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Attached to outside plating with Angle ..	<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Main and Raised Quarter Deck Stringer } Plate, breadth and thickness	<i>28</i>	<i>7 1/2</i>	<i>28</i>	<i>7 1/2</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate } or Tee Bulb	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Angle on ditto	<i>3 x 3</i>	<i>7 1/2</i>	<i>3 x 3</i>	<i>7 1/2</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Tie Plates fore & aft, outside Hatchways ..	<i>8</i>	<i>6 1/2</i>	<i>8</i>	<i>6 1/2</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Diagonal Tie Plates on Bms., No. of Pairs ..	<i>8</i>	<i>6 1/2</i>	<i>8</i>	<i>6 1/2</i>
BEAMS, Bridge or Pt. Awng. Deck, Angle, } Bulb Angle Plate, or Tee Bulb	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Main Dk* Iron or Steel for	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	R.O. Dk* Iron or Steel for	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Wood Deck, Material & thickness <i>Teak</i>	<i>3</i>	<i>1</i>	<i>3</i>	<i>1</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, } Plate or Tee Bulb	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Lower Deck Stringer Plate, breadth and } thickness	<i>20</i>	<i>6 1/2</i>	<i>20</i>	<i>6 1/2</i>
Angles on Upper Edge	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Angles on ditto, No. <i>2</i>	<i>3 x 3</i>	<i>6 1/2</i>	<i>3 x 3</i>	<i>6 1/2</i>
Average space	<i>6</i>	<i>4 1/2</i>	<i>6</i>	<i>4 1/2</i>	Tie Plates, outside Hatchways	<i>8</i>	<i>6 1/2</i>	<i>8</i>	<i>6 1/2</i>
PILLARS, In 'tween Decks, Size and Spacing }	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>	Deck* Material and thickness <i>M.P.</i>	<i>1 1/2</i>	<i>7 1/2</i>	<i>1 1/2</i>	<i>7 1/2</i>
Hold	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>	Hold Stringer Plate				
Quarter, 'tween Dks.,	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>	Angles on ditto, No.				
in Hold	<i>2 1/2</i>	<i>4 1/2</i>	<i>2 1/2</i>	<i>4 1/2</i>	Poop Deck Stringer Plate, breadth & thickness }				
WEB FRAMES, In Fore Body, No. and Spacing }					Angle on ditto				
Brth. & Thickness					Tie Plates				
No. of Side Stringers					Deck, Material and thickness				
ME, In E. & B. Space, No. & Spacing }					Bridge Deck Stringer Plate, brth & thickness }				
Brth. & Thickness					Angle on ditto				
FRAMES, In After Body, No. and Spacing }					Tie Plates				
Brth. & Thickness					Deck, Material and thickness				
No. of Side Stringers					Forecastle Deck Stringer Plate, brth & thickness }				
Size of Angles or Tee Bars to Web Frames }					Angle on ditto				
BRACKET PLATES to Stringers between } Web Frames, Depth and Thickness					Tie Plates				
					Deck, Material and thickness				

PLATING.										RIVETING.																																																																																																																																	
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																																																
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Rivets.	Double or Treble for what Length.	Diam.	Rivets.	Straps.	If Lapped.																																																																																																																												
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.																																																																																																																																					
FLAT PLATE KEEL.....	31	9	8	8	31	9	Double	1 1/2	5	Double	3 1/2	25	9 1/2	10-8																																																																																																																													
GARBOARD OR A STRAKE...	41	7	6	6	41	7	"	"	"	"	"	"	"	"	1/2-5 whole																																																																																																																												
B "	53 1/2	7	6	6	53	7	"	"	"	"	"	"	"	"	"																																																																																																																												
C "	48	7	6	6	48	7	"	"	"	"	"	"	"	"	"																																																																																																																												
D "	49	7	6	6	49	7	"	"	"	"	"	"	"	"	"																																																																																																																												
E "	42	7	6	6	42	7	"	"	"	"	"	"	"	"	"																																																																																																																												
F "	49	7	6	6	49	7	"	"	"	"	"	"	"	"	"																																																																																																																												
G "	32	9	8	8	32	9	"	"	"	"	"	"	"	"	"																																																																																																																												
Sheer Strake...							"	"	"	"	"	"	"	"	"																																																																																																																												
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P "							"	"	"	"	"	"	"	"	"																																																																																																																												
DOUBLING OF PLATE KEEL	Length and thickness of Bilges of Sheerstrake of Strake below																																																																																																																																										
POOR SIDES	RAISED QUARTER DECK SIDES																																																																																																																																										
BRIDGE SIDES	FORECASTLE SIDES																																																																																																																																										
LENGTHS OF PLATING	8 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. <i>(Simons Martin process)</i> <i>Frames, Keelsons & stringer bars, Panankahine, Floors, Beams, Keelson plates, bulkheads and outside plating, Bullheads.</i> Has the Steel been tested as required by the Rules <i>yes</i>																																																																																																																																											
FRAMES extend in one length from <i>Keel</i> to <i>Gunnwale</i> REVERSED FRAMES on floors and frames extend from the middle line to side stringer, forecastle side, and gunwale alternately. <i>Double in engine room space from bilge to bilge.</i>																																																																																																																																											
MASTS, SPARS, &c.																																																																																																																																											
LOWER MASTS... Fore <i>12"</i> Main <i>13"</i> Mizen... Bowsprit Topmasts, Yards and Remainder of Spars <i>Wood</i> Rigging, Material and Size, Shrouds <i>Gal. Sh. Wire, 2" & 2 1/2"</i> Stays <i>Gal. Sh. Wire, 2 1/2" & 2 3/4"</i> Sails. <i>One Suit of</i> Sails and the following spare sails <i>Double to Main Mast.</i>																																																																																																																																											
EQUIPMENT No. <i>7378</i> LETTER <i>f</i> TONNAGE FOR TRAWLERS U.D.K. ANCHORS.																																																																																																																																											
<table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK</th> <th colspan="2">WEIGHT OF STOCK</th> <th colspan="2">TEST, PER CERTIFICATE</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>40513</td> <td>1st Bower</td> <td>7</td> <td>1</td> <td>5</td> <td>1</td> <td>3</td> <td>24</td> <td>9</td> <td>11</td> <td>2</td> <td>4</td> <td>9</td> <td>1</td> <td>0</td> <td>Ironman</td> <td>St. Wm. & Co. Ltd. 24/4/98</td> </tr> <tr> <td>40512</td> <td>2nd "</td> <td>7</td> <td>0</td> <td>19</td> <td>1</td> <td>3</td> <td>19</td> <td>9</td> <td>9</td> <td>1</td> <td>14</td> <td>7</td> <td>1</td> <td>0</td> <td>"</td> <td>St. Wm. & Co. Ltd. 24/4/98</td> </tr> <tr> <td></td> <td>3rd "</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collective weight</td> <td>14</td> <td>1</td> <td>24</td> <td></td> <td></td> <td></td> <td>14</td> <td>2</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>40520</td> <td>Stream</td> <td>2</td> <td>1</td> <td>0</td> <td></td> <td>2</td> <td>22</td> <td>4</td> <td>15</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>0</td> <td>Ordinary</td> <td>St. 28/4/98</td> </tr> <tr> <td></td> <td>Kedge</td> <td>1</td> <td>0</td> <td>0</td> <td></td> <td>1</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																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.	Cwts.	qrs.	lbs.	40513	1st Bower	7	1	5	1	3	24	9	11	2	4	9	1	0	Ironman	St. Wm. & Co. Ltd. 24/4/98	40512	2nd "	7	0	19	1	3	19	9	9	1	14	7	1	0	"	St. Wm. & Co. Ltd. 24/4/98		3rd "																	Collective weight	14	1	24				14	2	0							40520	Stream	2	1	0		2	22	4	15	0	0	2	1	0	Ordinary	St. 28/4/98		Kedge	1	0	0		1	0									
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.	Cwts.	qrs.				lbs.																																																																																																																														
40513	1st Bower	7	1	5	1	3	24	9	11	2	4	9	1	0	Ironman	St. Wm. & Co. Ltd. 24/4/98																																																																																																																											
40512	2nd "	7	0	19	1	3	19	9	9	1	14	7	1	0	"	St. Wm. & Co. Ltd. 24/4/98																																																																																																																											
	3rd "																																																																																																																																										
	Collective weight	14	1	24				14	2	0																																																																																																																																	
40520	Stream	2	1	0		2	22	4	15	0	0	2	1	0	Ordinary	St. 28/4/98																																																																																																																											
	Kedge	1	0	0		1	0																																																																																																																																				
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Boats <i>2 No. 1-18th Rife Boat & 1-14th Dingy</i> Pumps, Number <i>2 Hand Pumps</i> Diameter of Barrel <i>4" & 5"</i> State whether they are in efficient working order <i>yes</i> Windlass is <i>Iron (Clark, Chapman & Co. patent Hand & Steam)</i> Capstan <i>Steam Windlass 1 No.</i> Engine Room Skylights.—How constructed? <i>Teak frame bolted to steel coaming plates</i> What arrangements for deadlights in bad weather? <i>Teak flaps with bulls eyes fitted in the same.</i> Coal Bunker Openings.—How constructed? <i>Cast-iron frames</i> How are lids secured? <i>Locking</i> Height above deck? <i>(Flush)</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>Each side 4 scuppers & 2 ports. Ports 3' 6" x 1' 6"</i> Ceiling in Holds, thickness and material <i>Red Pine 2 1/2" thick</i> Ceiling 'tween Decks, thickness and material <i>White Pine spanning 6" x 1 1/2"</i> Cargo Hatchways.—How formed? <i>Deep plates forming coaming & ceiling</i> Hatches.—If strong and efficient? <i>yes</i> State size <i>No. 1 Hatch (Forward) After No. 3 Hatch 7' 2" x 4' 0" No. 3 Hatch No. 4 Hatch on fore and aft</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>One Fore & After to Hatch, aft</i> No. of Breasthooks <i>Four</i> No. of Crutches <i>Three</i> Bulwarks, height above deck and description <i>Height 3 feet. No plating</i> Main Rail, material and size <i>Teak 7" x 2 1/2" & 3 x 3 x 1/2 angle</i> The above is a correct description <i>David J. House</i> Surveyor's Signature <i>J. J. House</i> Builder's Signature (here only) <i>David J. House</i> 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. 26/10, 6/11, 2 & 3/12/97. E. 24/3/98.

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 faying surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *a few*

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 *Good*

Have all the gntterways been tested as required by the Rules (Sec. 23, par. 25)? *yes* State results of tests *Good*

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

This vessel has been built in accordance with the accompanying approved plans, and midship section forward on the 31st May, for the certificate of class, and otherwise as required by the Rules.

The quality of workmanship and material is good.

Doubling plates are fitted under sounding pipes.

This vessel has been fitted with the Electric light, as per Report herewith.
(will be furnished)

Two reports on forgings herewith.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *40* ft., R.Q.D. or Break *40* ft., Bridge Dk. *40* ft., F'castle *40* 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 *✓*

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. (Teak)*

Official No. *241*; 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 *Cellular by system*

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.		
Double bottom, aft, midship	13	18	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank, aft	16 1/2	9
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(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. *1925*

Date *16/10/1897*

No. *241* in builder's yard

Dates of Surveys held while building

1897. Nov. 16. 17. 24. 25. Dec. 2. 8. 11. 14. 21. 27. 1898. Jan. 4. 11. 20. 22. 24. Feb. 1. 3. 14. 16. 23. March 1. 8. 10. 14. 21. 22. 29. April 1. 4. 8. 14. 16. 21. 26. 30. May 5. 6. 9. 18. 20. 24. 31.

The amount of Entry Fee *£ 2 : 0 : 0* Fees applied for, *1898*

Special *£ 16 : 17 : 0* Received by me, *3. 6. 18. 98*

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 A1/Steel*

With, or without Freeboard, as condition of Class

Committee's Minute *FRI. 3 JUN 1898*

Character assigned *100 A1 Steel*

+ 2 mcs 5, 98

J. J. House

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