

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

STEEL STEAMER.

Received at London Office, 20 SEP 1894

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

Date of completion of Report 18.9.94

Date, First Survey 22.7.94

Port of West Hartlepool

Last Survey 18th Sept. 1894

Rig Fore & Aft Schooner

Master W. Pugh

No. 9487 Survey held at West Hartlepool

On the Screw Steamer "SAINT JEROME"

TONNAGE under Tonnage Deck... 2184.60

No. of Poop 196.91

No. of Raised Qr. 381.24

No. of Bridge House 60.02

No. of Houses on Deck 26.04

No. of excess of Hatchways 14.85

No. above Crown of Engine Room 2863.66

Gross Tonnage 67.46

Less Crew Space 14.85

Less above Crown of Engine Room 2781.05

TONNAGE FOR FEES 1916.37

Less Engine Room 34.64

Less Navigation Spaces 1844.89

Register Tonnage as cut on Beam 1844.89

ONE OR TWO DECKED VESSEL.

CLASS 100A1

FEET.

Half Breadth (moulded) 20.17

Depth from upper part of Keel to top of Main Deck Bms. 24.66

Girth of Half Midship Frame (as per Rule) 40.00

1st Number 84.83

Length 312.33

2nd Number 254.95

Proportions—Breadths to Length 7.74

Depths to Length—Main Deck to top of Keel 12.67

Destined Voyage Galveston

Surveyed while Building Afloat, & in Dry Dock

Year of appointment 94

Built at West Hartlepool

When built 1894 Launched 5th June 1894

By whom built James, White & Carter

Owners British & Foreign S.P. Co. Ltd.

Managers R. & G. Gilmore & Co.

Residence 67, South John St. Liverpool.

Port belonging to Liverpool.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
312	4		40	4		21	4		240		One	Two

Dimensions of Ship per Register, Length, 314.0 breadth, 40.5 depth, 21.3 Moulded Depth, ft. 23 ins. 10 Round of Beam 9 1/2 inches.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, Bars, for 1/2 length amidships						KEEL, Bar or Side Plates depth and thickness					
Do. for 1/2 at each end						STEM, moulding and thickness					
Do. in way of Double Bottoms						STERN-POST for Rudder do. do.					
at intermdt. Bkts.						MAIN PIECE of Rudder, diameter at head					
Distance of Frames from moulding edge to moulding edge, all fore and aft						do. at heel					
REVERSED FRAME, Angles						RUDDER, how constructed					
DECK FRAMING, depth of girders						Can the Rudder be unshipped afloat?					
FLOORS, depth and thickness of Floor Plate at mid-line						KEELSONS AND STRINGERS.					
in way of Engines and Boilers						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
Thickness at the ends of vessel						Rider Plate					
Depth at 1/2 the half breadth as per Rule						Bulb Plate to Intercoastal Keelson					
Height extended at the Bilges						Horizontal Plates on Floors					
FLOORS & BRACKETS, in Cell Dble Bottoms						Angles					
Distance apart						SIDE KEELSON, Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness						Bulb or Plate above floors for length					
Angles, Top						Intercoastal Plate for length					
Bottom						Attached to outside plating with Angle					
SIDE GIRDERS, number and thickness						BILGE KEELSON, Angles					
Angles						Bulb or Plate above floors for length					
MARGIN PLATE, depth (exclusive of flange) and thickness						Intercoastal Plate for length					
Angles						Attached to outside plating with Angle					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						BILGE STRINGER Angles					
thickness in Engine and Boiler space						Bulb Plate for length					
Remainder in Holds						Intercoastal Plate for length					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate, Tee Bulb						Attached to outside plating with Angle					
Angles on Upper Edge						SIDE STRINGER Angles					
Average space						Bulb or Intercoastal Plate for length					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate, Tee Bulb						Attached to outside plating with Angle					
Angles on Upper Edge						Main and Raised Quarter Deck Stringer Plate, breadth and thickness					
Average space						Angle on ditto					
BEAMS, Hold, Plate, Angle, Bulb Angle, Plate, Tee Bulb						Tie Plates fore & aft, outside Hatchways					
Angles on Upper Edge						Diagonal Tie Plates on Bulkheads, No. & D.					
Average space						Main Dk* Steel for whole length					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb						R. Q. Dk* Steel for whole length					
Angles on Upper Edge						Holds and Deck Material and thickness					
Average space						Lower Deck Stringer Plate, breadth and thickness					
PILLARS, In 'tween Decks, Size and Spacing						Angle on ditto, No. 2					
Hold						Tie Plates, outside Hatchways					
Quarter 'tween Decks						Deck Material and thickness					
In Hold						Hold Stringer Plate					
WEB FRAMES, In Fore Body, No. and Spacing						Angle on ditto					
Brdth. & Thickness						Bulb or Plate					
No. of Side Stringers						Deck Material and thickness					
WEB FRAMES, In E. & B. Space, No. & Spacing						Part of Deck Stringer Plate, brdth & thickness					
Brdth. & Thickness						Angle on ditto					
No. of Side Stringers						Tie Plates					
WEB FRAMES, In After Body, No. and Spacing						Deck Material and thickness					
Brdth. & Thickness						Forecastle Deck Stringer Plate, brdth & thickness					
No. of Side Stringers						Angle on ditto					
Size of Angles on Deck to Web Frames						Tie Plates					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						Deck Material and thickness					

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		AMIDSHIP.	Breadth.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Triple and for what Length.	RIVETS.	STRAPS.	IF LAPPED.	Breadth.	For what Length.	Breadth.	For what Length.	Breadth.	For what Length.
	Thickness.	Thickness.	Thickness.	Thickness.															
FLAT PLATE KEEL (If Bar Keel, state Riveting)	48	14	14	14	48	14	Butt	14	14	3/8	14	14	14	14	14	14	14	14	14
GARBOARD OR A STRAKE	48	14	14	14	48	14	Butt	14	14	3/8	14	14	14	14	14	14	14	14	14
State actual thickness in way of Double Bottom.	B	11	9	11	11	11	Butt	11	11	3/8	11	11	11	11	11	11	11	11	11
C	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
D	11	9	11	11	11	11	Butt	11	11	3/8	11	11	11	11	11	11	11	11	11
E	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
F	11	9	11	11	11	11	Butt	11	11	3/8	11	11	11	11	11	11	11	11	11
G	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
H	11	9	11	11	11	11	Butt	11	11	3/8	11	11	11	11	11	11	11	11	11
J	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
K	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
L	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
M	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
N	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
O	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
P	12	9	12	12	12	12	Butt	12	12	3/8	12	12	12	12	12	12	12	12	12
DOUBLING OF Flat Plate Keel	16 ft. 6 in.	6 in.	6 in.	6 in.	16 ft. 6 in.	6 in.	Butt	16 ft. 6 in.	6 in.	3/8	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.
Length of Bilges	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
Length of Sheerstrakes	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
Length of Strake below	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
POOP SIDES	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
RAISED QUARTER DECK SIDES	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
BRIDGE SIDES	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
FORECASTLE SIDES	10	8	10	8	10	8	Butt	10	8	3/8	10	8	10	8	10	8	10	8	10
LENGTHS OF PLATING	16 ft. 6 in.	6 in.	6 in.	6 in.	16 ft. 6 in.	6 in.	Butt	16 ft. 6 in.	6 in.	3/8	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.	6 in.	16 ft. 6 in.

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.?

Mild Steel - Black & Tanplate, Corbett's
W.A.P. & Dorman Long & Co.
Best Iron - Dorman Long, John Hill & Co.

FRAMES extend in one length from Cause Side to Foremast

REVERSED FRAMES on floors and frames extend from Foremast to Foremast

MASTS, SPARS, &c.									
LOWER MASTS	Fore	Main	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.
					At Partners.	Heel.	Hounds.	Head.	
Fore	Fore	Fore	Iron	55.0	22 x 7/16	19 x 7/16	17 x 7/16	15 x 7/16	20
Main	Main	Main	Iron	55.0	21 x 7/16	18 x 7/16	16 x 7/16	14 x 7/16	20
Topmasts, Yards and Remainder of Spars	Wood topmasts (Telescopic)								
Rigging, Material and Size, Shrouds	3 3/4 gal. steel wire								
Sails	One Suit of fore & aft Sails and the following spars sails								

EQUIPMENT No. 29807 LETTER C TONNAGE FOR TRAWLERS U.D.K. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
26215	1st Bower	42	3	0	37	13	3	0	42	2	0	37	13	3	Byron Patent	62 Byron 14-1/2 inch 1st Bower
26255	2nd "	42	2	0	37	10	0	0	42	2	0	37	10	0	Byron Patent	62 Byron 14-1/2 inch 2nd Bower
26410	3rd "	36	2	0	33	8	0	0	36	1	0	33	8	0	Byron Patent	62 Byron 14-1/2 inch 3rd Bower
35005	Stream	11	1	18	13	7	2	0	10	3	0	10	3	0	Drop let certificate for cast steel heads	20-5-94
35004	Keel	5	1	8	7	4	0	7	5	2	0	7	4	0	Drop let certificate for cast steel heads	20-5-94
2nd Keel	2nd Keel	5	1	8	7	4	0	7	5	2	0	7	4	0	Drop let certificate for cast steel heads	20-5-94

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE			Fathoms and Size Per Rule.	Description.	Makers & Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	Description.	Makers & Cables.	When and where tested, and Superintendent.	Material.
				Supplied.	Per Rule.	Per Rule.													
25028	120	1 1/8	170	213	170	213	120	1 1/8	7 1/2	7 1/2	7 1/2	100	4	30	100	4	7 1/2	7 1/2	7 1/2
25029	120	1 1/8	170	213	170	213	120	1 1/8	7 1/2	7 1/2	7 1/2	100	4	30	100	4	7 1/2	7 1/2	7 1/2
24092	75	1 1/8	170	213	170	213	75	1 1/8	7 1/2	7 1/2	7 1/2	100	4	30	100	4	7 1/2	7 1/2	7 1/2
Iron Stream Chain	120	1 1/8	170	213	170	213	120	1 1/8	7 1/2	7 1/2	7 1/2	100	4	30	100	4	7 1/2	7 1/2	7 1/2

Boats: Two life and two others.

Pumps: Number 2, as per approved plan. Diameter of Barrel and Tail Pipe 1 1/2 inch hand pumps. 2 1/2 inch tail pipe.

Windlass: Clarke Chapman & Co.

Engine Room Skylights: How constructed? Iron hood, on iron casing, 4 ft. above plating, 2 ft. 6 in. high.

What arrangements for deadlights in bad weather? Thick glass bulkheads, in glass shutters.

Coal Bunker Openings: How constructed? 2 ft. 6 in. high, 1 ft. 6 in. wide, 2 ft. 6 in. high, 1 ft. 6 in. wide, 2 ft. 6 in. high, 1 ft. 6 in. wide.

Number of Scuppers, and number and dimensions of Freeing Port. 5 Scuppers, 4 ports (2 x 14), each side of 10" deck.

Ceiling in Holds, thickness and material 2 1/2 in. P.

Cargo Hatchways: How formed? Steel plate coamings.

State size No. 1 Hatch (Forward) 16.0 x 15.10 x 21 No. 2 Hatch 23.1 x 15.14 x 21 No. 3 Hatch 22.0 x 15.10 x 20 No. 4 Hatch 24.0 x 15.0 x 20

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. 2 Web plates in No. 2, 3 & 4 hatches.

One in No. 1 hatch. 3 Web plates in each hatch. No. of Breasthooks. 7 Web plates in No. 1 hatch. 1 Web plate in No. 2 hatch.

Bulwarks, height above deck and description. Steel plating 3 1/2 inch stringer. Main Rail, material and size. 6" Bull angle at 10" box.

The above is a correct description.

Builder's Signature: Furness, Withy & Co., Limited. Surveyor's Signature: Chas. Fowling.

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 on file).

1892. Aug. 4. 1892. Aug. 11. 1892. Aug. 19. 1892. Aug. 26. 1892. Sept. 2. 1892. Sept. 9. 1892. Sept. 16. 1892. Sept. 23. 1892. Sept. 30. 1892. Oct. 7. 1892. Oct. 14. 1892. Oct. 21. 1892. Oct. 28. 1892. Nov. 4. 1892. Nov. 11. 1892. Nov. 18. 1892. Nov. 25. 1892. Dec. 2. 1892. Dec. 9. 1892. Dec. 16. 1892. Dec. 23. 1892. Dec. 30. 1892. Jan. 6. 1893. Jan. 13. 1893. Jan. 20. 1893. Jan. 27. 1893. Feb. 3. 1893. Feb. 10. 1893. Feb. 17. 1893. Feb. 24. 1893. Mar. 2. 1893. Mar. 9. 1893. Mar. 16. 1893. Mar. 23. 1893. Mar. 30. 1893. Apr. 6. 1893. Apr. 13. 1893. Apr. 20. 1893. Apr. 27. 1893. May 4. 1893. May 11. 1893. May 18. 1893. May 25. 1893. Jun. 1. 1893. Jun. 8. 1893. Jun. 15. 1893. Jun. 22. 1893. Jun. 29. 1893. Jul. 6. 1893. Jul. 13. 1893. Jul. 20. 1893. Jul. 27. 1893. Aug. 3. 1893. Aug. 10. 1893. Aug. 17. 1893. Aug. 24. 1893. Sep. 7. 1893. Sep. 14. 1893. Sep. 21. 1893. Sep. 28. 1893. Oct. 5. 1893. Oct. 12. 1893. Oct. 19. 1893. Oct. 26. 1893. Nov. 2. 1893. Nov. 9. 1893. Nov. 16. 1893. Nov. 23. 1893. Nov. 30. 1893. Dec. 7. 1893. Dec. 14. 1893. Dec. 21. 1893. Dec. 28. 1893. Jan. 4. 1894. Jan. 11. 1894. Jan. 18. 1894. Jan. 25. 1894. Feb. 1. 1894. Feb. 8. 1894. Feb. 15. 1894. Feb. 22. 1894. Feb. 29. 1894. Mar. 7. 1894. Mar. 14. 1894. Mar. 21. 1894. Mar. 28. 1894. Apr. 4. 1894. Apr. 11. 1894. Apr. 18. 1894. Apr. 25. 1894. May 2. 1894. May 9. 1894. May 16. 1894. May 23. 1894. May 30. 1894. Jun. 6. 1894. Jun. 13. 1894. Jun. 20. 1894. Jun. 27. 1894. Jul. 4. 1894. Jul. 11. 1894. Jul. 18. 1894. Jul. 25. 1894. Aug. 1. 1894. Aug. 8. 1894. Aug. 15. 1894. Aug. 22. 1894. Aug. 29. 1894. Sep. 5. 1894. Sep. 12. 1894. Sep. 19. 1894. Sep. 26. 1894. Oct. 3. 1894. Oct. 10. 1894. Oct. 17. 1894. Oct. 24. 1894. Oct. 31. 1894. Nov. 7. 1894. Nov. 14. 1894. Nov. 21. 1894. Nov. 28. 1894. Dec. 5. 1894. Dec. 12. 1894. Dec. 19. 1894. Dec. 26. 1894. Jan. 2. 1895. Jan. 9. 1895. Jan. 16. 1895. Jan. 23. 1895. Jan. 30. 1895. Feb. 6. 1895. Feb. 13. 1895. Feb. 20. 1895. Feb. 27. 1895. Mar. 5. 1895. Mar. 12. 1895. Mar. 19. 1895. Mar. 26. 1895. Apr. 2. 1895. Apr. 9. 1895. Apr. 16. 1895. Apr. 23. 1895. Apr. 30. 1895. May 7. 1895. May 14. 1895. May 21. 1895. May 28. 1895. Jun. 4. 1895. Jun. 11. 1895. Jun. 18. 1895. Jun. 25. 1895. Jul. 2. 1895. Jul. 9. 1895. Jul. 16. 1895. Jul. 23. 1895. Jul. 30. 1895. Aug. 6. 1895. Aug. 13. 1895. Aug. 20. 1895. Aug. 27. 1895. Sep. 3. 1895. Sep. 10. 1895. Sep. 17. 1895. Sep. 24. 1895. Sep. 30. 1895. Oct. 7. 1895. Oct. 14. 1895. Oct. 21. 1895. Oct. 28. 1895. Nov. 4. 1895. Nov. 11. 1895. Nov. 18. 1895. Nov. 25. 1895. Dec. 2. 1895. Dec. 9. 1895. Dec. 16. 1895. Dec. 23. 1895. Dec. 30. 1895. Jan. 6. 1896. Jan. 13. 1896. Jan. 20. 1896. Jan. 27. 1896. Feb. 3. 1896. Feb. 10. 1896. Feb. 17. 1896. Feb. 24. 1896. Feb. 29. 1896. Mar. 7. 1896. Mar. 14. 1896. Mar. 21. 1896. Mar. 28. 1896. Apr. 4. 1896. Apr. 11. 1896. Apr. 18. 1896. Apr. 25. 1896. May 2. 1896. May 9. 1896. May 16. 1896. May 23. 1896. May 30. 1896. Jun. 6. 1896. Jun. 13. 1896. Jun. 20. 1896. Jun. 27. 1896. Jul. 4. 1896. Jul. 11. 1896. Jul. 18. 1896. Jul. 25. 1896. Aug. 1. 1896. Aug. 8. 1896. Aug. 15. 1896. Aug. 22. 1896. Aug. 29. 1896. Sep. 5. 1896. Sep. 12. 1896. Sep. 19. 1896. Sep. 26. 1896. Oct. 3. 1896. Oct. 10. 1896. Oct. 17. 1896. Oct. 24. 1896. Oct. 31. 1896. Nov. 7. 1896. Nov. 14. 1896. Nov. 21. 1896. Nov. 28. 1896. Dec. 5. 1896. Dec. 12. 1896. Dec. 19. 1896. Dec. 26. 1896. Jan. 2. 1897. Jan. 9. 1897. Jan. 16. 1897. Jan. 23. 1897. Jan. 30. 1897. Feb. 6. 1897. Feb. 13. 1897. Feb. 20. 1897. Feb. 27. 1897. Mar. 5. 1897. Mar. 12. 1897. Mar. 19. 1897. Mar. 26. 1897. Apr. 2. 1897. Apr. 9. 1897. Apr. 16. 1897. Apr. 23. 1897. Apr. 30. 1897. May 7. 1897. May 14. 1897. May 21. 1897. May 28. 1897. Jun. 4. 1897. Jun. 11. 1897. Jun. 18. 1897. Jun. 25. 1897. Jul. 2. 1897. Jul. 9. 1897. Jul. 16. 1897. Jul. 23. 1897. Jul. 30. 1897. Aug. 6. 1897. Aug. 13. 1897. Aug. 20. 1897. Aug. 27. 1897. Sep. 3. 1897. Sep. 10. 1897. Sep. 17. 1897. Sep. 24. 1897. Sep. 30. 1897. Oct. 7. 1897. Oct. 14. 1897. Oct. 21. 1897. Oct. 28. 1897. Nov. 4. 1897. Nov. 11. 1