

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 10894.

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

Port of **WEST HARTLEPOOL** Date of completion of Report *14th June 1899* Received at London Office *14th June 1899*

Survey held at *W. & A. L. Dalton* Date First Survey *8th June 1899* Last Survey *8th June 1899*

On the *Steel S.S. Daltonhall (late Sanjara)* Rig *Schooner*

TONNAGE under Tonnage Deck... *3270.36*

Do. between Tonnage Dk. and Brd. Ath. Spar or Awning Dk. *3270.36*

Total under Upper Dk. *3270.36*

Do. of Poop *45.80*

Do. of Bridge House *133.16*

Do. of Forecasts *15.62*

Do. of Houses on Deck *76.27*

Do. of excess of Hatchways *3538.21*

Do. of Poop *98.76*

Do. of Bridge House *76.27*

Do. of Forecasts *3363.18*

Do. of Houses on Deck *1132.23*

Do. of excess of Hatchways *42.27*

Do. of Poop *2264.96*

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS *100A1 Steel*

FEET. *Spar Deck*

Half Breadth (moulded) *22.52*

Depth from upper part of keel to top of Main Deck Beams *22.33*

Line 7ft below Spar *40.60*

Girth of Half Midship Frame (as per Rule) *85.45*

1st Number *335.66*

Length *286.82*

2nd Number *7.45*

Proportions—Breadths to Length *18.92*

Depths to Length—Main Deck to top of Keel *18.92*

Destined Voyage *Hardiff*

Master *E. C. H. Hahn*

Year of Appointment *93.*

Built at *W. Hartlepool*

When built *1898-9* Launched *8.4.99.*

By whom built *Furness Withy & Co. Ltd.*

Owners *W. & A. L. Dalton*

Managers *W. & A. L. Dalton*

Residence *West Hartlepool*

Port belonging to *West Hartlepool.*

Surveyed while Building *Afloat, & in Dry Dock*

on Deck *335* Feet. *8* Inches. **BREADTH** Moulded *45* Feet. *0* Inches. **DEPTH**, top of Floors to Spar or Awn. Dk. Beams *25.85* Feet. *10* Inches. **Power of Engines** *235* Horse. **No. of Decks with flat laid** *two.*

of Ship per Register, Length *337.5* breadth *45.25* depth *25.85* Spar or Awn. Dk. Moulded depth, ft. *20* ins. *2* To Main Dk. Round up of *11* ins.

Main Deck. " " *21.5* to Line 7ft below Spar.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	10ths or 20ths per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	10ths or 20ths per Rule Or as Approved.	Inches in Ship.	Inches per Rule Or as Approved.
Bars, for 1/2 length amidships	9 3/4	10	9 3/4	10		KEEL, Bar or Side Plates, depth and thickness	11 x 2 3/4
at each end	9 3/4	9	9 3/4	9		STEM, moulding and thickness	11 x 2 3/4
Way of Double Bottoms at Solid Floors	7 3/4	8	7 3/4	8		STERN-POST for Rudder do. do.	11 x 6 1/2
" at intermdt. Bkts.	7 3/4	8	7 3/4	8		" for Propeller	11 x 6 1/2
of Frames from moulding edge to edge, all fore and aft	7 3/4	8	7 3/4	8		MAIN PIECE of Rudder, diameter at head	9
ED FRAME, Angles	9" bulk	angles				do. at heel	9
FRAMING, depth of girder	42	10.9.8	42	10.9.8		RUDDER, how constructed	Iron forging, plated.
depth and thickness of Floor Plate	42	10.9.8	42	10.9.8		Can the Rudder be unshipped afloat?	Yes.
mid line for 1/2 length amidships	42	10.9.8	42	10.9.8		KEELSONS AND STRINGERS.	
Way of Engines and Boilers	42	10.9.8	42	10.9.8		CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate	
thickness at the ends of vessel	42	10.9.8	42	10.9.8		" Rider Plate	
at 1/2 the half bth. as per Rule	42	10.9.8	42	10.9.8		" Bulb Plate to Intercoastal Keelson	
light extended at the Bilges	42	10.9.8	42	10.9.8		" Horizontal Plates on Floors	
BRACKETS, in Cell Dble Bottoms	42	10.9.8	42	10.9.8		" Angles	
Distance apart	42	10.9.8	42	10.9.8		SIDE KEELSON, Angles	cellular
GIRDER, in Double bottom, depth	42	10.9.8	42	10.9.8		" Bulb or Plate above floors, for length	double
thickness	42	10.9.8	42	10.9.8		" Intercoastal Plate, for length	bottom
" Angles, Top	42	10.9.8	42	10.9.8		" Attached to outside plating with Angle	
" Bottom	42	10.9.8	42	10.9.8		BILGE KEELSON, Angles	
ERS, number and thickness	42	10.9.8	42	10.9.8		" Bulb or Plate above floors, for length	
angles	42	10.9.8	42	10.9.8		" Intercoastal Plate, for length	
PLATE, depth (exclusive of flange)	42	10.9.8	42	10.9.8		" Attached to outside plating with Angle	
thickness	42	10.9.8	42	10.9.8		BILGE STRINGER Angles	
angles	42	10.9.8	42	10.9.8		" Bulb Plate, for length	
BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	10.9.8	42	10.9.8		" Intercoastal Plate, for whole length	
thickness in Engine and Boiler space	42	10.9.8	42	10.9.8		" Attached to outside plating with Angle	
Remainder in Holds	42	10.9.8	42	10.9.8		SIDE STRINGER Angles	
ar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Bulb or Intercoastal Plate, for whole length	
on upper edge	42	10.9.8	42	10.9.8		" Attached to outside plating with Angle	
ge space	42	10.9.8	42	10.9.8		Spar, or Awning Deck Stringer Plates, breadth and thickness	60 10 60 10
ain Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Angle on ditto	4 x 4 x 9 4 x 4 x 9
on upper edge	42	10.9.8	42	10.9.8		" Tie Plates, fore and aft, outside Hatchways	increased 1/20
ge space	42	10.9.8	42	10.9.8		" Diagonal Tie Plates, No. of prs.	
ower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Deck, * Iron or Steel, for whole length	7-6 7-6
on upper edge	42	10.9.8	42	10.9.8		" Wood Deck, Material & thickness	
ge space	42	10.9.8	42	10.9.8		Main Deck Stringer Plate, breadth & thickness	60 10 60 10
old, or Orlop, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Angles on ditto, No.	4 x 4 x 9 4 x 4 x 9
on upper edge	42	10.9.8	42	10.9.8		" Tie Plates, outside Hatchways	increased 1/20
ge space	42	10.9.8	42	10.9.8		" Diagonal Tie Plates, No. of prs.	
op Deck, Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Deck, * Iron or Steel, for whole length	7-6 7-6
on upper edge	42	10.9.8	42	10.9.8		" Wood Deck, Material & thickness	
ge space	42	10.9.8	42	10.9.8		Lower Deck Stringer Plates, breadth & thickness	
idge Deck, Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		" Angles on ditto, No.	
on upper edge	42	10.9.8	42	10.9.8		" Tie Plates, outside Hatchways	
ge space	42	10.9.8	42	10.9.8		" Deck, * Material and thickness	
recastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	42	10.9.8	42	10.9.8		Hold, or Orlop Stringer Plate, breadth & thickness	
on upper edge	42	10.9.8	42	10.9.8		" Angles on ditto, No.	
ge space	42	10.9.8	42	10.9.8		" Tie Plates, outside Hatchways	
In tween Deck, size and spacing	42	10.9.8	42	10.9.8		" Deck, Material and thickness	
" Hold	42	10.9.8	42	10.9.8		Poop Deck Stringer Plate, breadth & thickness	
" Quarter, tween Dks., "	42	10.9.8	42	10.9.8		" Angles on ditto	
" in Hold	42	10.9.8	42	10.9.8		" Tie Plates	
FRAMES, In Fore Body, No. and spacing	42	10.9.8	42	10.9.8		" Deck, Material and thickness	
" breadth & thickness	42	10.9.8	42	10.9.8		Bridge Deck Stringer Plate, breadth & thickness	
No. of Side Stringers	42	10.9.8	42	10.9.8		" Angle on ditto	
FRAMES, In E. & B. Space, No. & spacing	42	10.9.8	42	10.9.8		" Tie Plates	
" breadth & thickness	42	10.9.8	42	10.9.8		" Deck, Material and thickness	
FRAMES, In After Body, No. and spacing	42	10.9.8	42	10.9.8		Forecastle Deck Stringer Plate, breadth & thickness	
" breadth & thickness	42	10.9.8	42	10.9.8		" Angle on ditto	
No. of Side Stringers	42	10.9.8	42	10.9.8		" Tie Plates	
" Size of Angles or Tee Bars to Web Frames	42	10.9.8	42	10.9.8		" Deck, Material and thickness	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	42	10.9.8	42	10.9.8			

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.		STIFFENERS.		Single or Double Frames.		Height up.	
In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.	Inches.	Inches.	
W. T. BULKHEADS	6-6	7-6	7-6	4-8	dbl	sp	
TRANSVERSE	4-4	7-6	7-6	4-8	dbl	sp	
LONGITUDINAL	4-4	7-6	7-6	4-8	dbl	sp	

Are the outside Plates doubled two spaces of Frames in length?

PLATING.										RIVETING.																																																																																																																										
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.																																																																																																																									
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.																																																																																																																					
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to or.	Breadth.	Thickness.	Breadth.	For what Length.																																																																																																																				
FLAT PLATE KEEL	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
GARBOARD OR A STRAKE	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
B	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
C	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
D	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
E	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
F	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
G	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
H	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
J	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
K	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
L	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
M	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
N	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
O	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
P	112	24	12	12	42	24	double	6	1	4	treble	1	3 1/2	19	16.15	Double	19																																																																																																																			
DOUBLING OF FLAT PLATE KEEL	Increased in thickness																																																																																																																																			
Length and thickness of Sheerstrakes	Doubled 20 ft at B ends.																																																																																																																																			
POOP SIDES	7 x 8																																																																																																																																			
BRIDGE SIDES	7 x 8																																																																																																																																			
FORECASTLE SIDES	7 x 8																																																																																																																																			
<p>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, Plating, &amp;c.?</p> <p>Mild Steel: Dorman Long &amp; Co. 4th April "Stockton Mill"; "Consett"; Iron: "Jno Hill"; "Stockton Mill" "N. Hill".</p>																																																																																																																																				
<p>FRAMES extend in one length from tank sides to gunwale.</p> <p>REVERSED FRAMES on floors and frames extend from are double under engine and boiler spaces; floors at other parts, flanged: Bulk angle framing above tank side.</p>																																																																																																																																				
<p>MASTS, SPARS, &amp;c.</p> <table border="1"> <thead> <tr> <th rowspan="2">Material.</th> <th rowspan="2">Total Length</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td>55.0</td> <td>24 x 8/10</td> <td>19 x 7/10</td> <td>16 x 3/4</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Main</td> <td>56.0</td> <td>31 x 8/10</td> <td>19 x 7/10</td> <td>16 x 3/4</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Mizen</td> <td>55.0</td> <td>24 x 8/10</td> <td>19 x 7/10</td> <td>16 x 3/4</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>Bowsprit: Mast made by Mr J. Snowden Hull.</p> <p>Topmasts, Yards and Remainder of Spars: Topmasts pitch pine, no yards.</p> <p>Rigging, Material and Size, Shrouds: B. Charcoal iron wire. Stays: B. Charcoal iron wire.</p> <p>Sails: One suit of fore &amp; aft. Sails, and the following spare sails.</p>																		Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Hounds.	Head.	Number.	Size.	Seams.	Butts.	Fore	55.0	24 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-	Main	56.0	31 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-	Mizen	55.0	24 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-																																																																		
Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.																																																																																																																											
		At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.																																																																																																																										
Fore	55.0	24 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-																																																																																																																											
Main	56.0	31 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-																																																																																																																											
Mizen	55.0	24 x 8/10	19 x 7/10	16 x 3/4	2	-	-	-	-																																																																																																																											
<p>EQUIPMENT No. 35420 LETTER V</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX. STOCK</th> <th colspan="3">WEIGHT OF STOCK.</th> <th colspan="3">TEST, PER CERTIFICATE.</th> <th colspan="3">WEIGHT REQ. BY RULE.</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>Tons.</th> <th>cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>35384</td> <td>1st Bower</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>Reliance Pat. 1st Bower</td> <td>8/2/99.</td> <td></td> </tr> <tr> <td>35379</td> <td>2nd "</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>47</td> <td>2</td> <td>0</td> <td>" "</td> <td>8/2/99.</td> <td></td> </tr> <tr> <td>35378</td> <td>3rd "</td> <td>40</td> <td>2</td> <td>0</td> <td>40</td> <td>2</td> <td>0</td> <td>40</td> <td>2</td> <td>0</td> <td>40</td> <td>2</td> <td>0</td> <td>" "</td> <td>8/2/99.</td> <td></td> </tr> <tr> <td>35411</td> <td>Stream</td> <td>11</td> <td>2</td> <td>0</td> <td>11</td> <td>2</td> <td>0</td> <td>11</td> <td>2</td> <td>0</td> <td>11</td> <td>2</td> <td>0</td> <td>Common</td> <td>8/2/99.</td> <td></td> </tr> <tr> <td>35379</td> <td>Kedge</td> <td>35</td> <td>3</td> <td>0</td> <td>35</td> <td>3</td> <td>0</td> <td>35</td> <td>3</td> <td>0</td> <td>35</td> <td>3</td> <td>0</td> <td>" "</td> <td>8/2/99.</td> <td></td> </tr> </tbody> </table> <p>ANCHORS.</p>																		Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. 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.	35384	1st Bower	47	2	0	47	2	0	47	2	0	47	2	0	Reliance Pat. 1st Bower	8/2/99.		35379	2nd "	47	2	0	47	2	0	47	2	0	47	2	0	" "	8/2/99.		35378	3rd "	40	2	0	40	2	0	40	2	0	40	2	0	" "	8/2/99.		35411	Stream	11	2	0	11	2	0	11	2	0	11	2	0	Common	8/2/99.		35379	Kedge	35	3	0	35	3	0	35	3	0	35	3	0	" "	8/2/99.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. 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.																																																																																																																			
35384	1st Bower	47	2	0	47	2	0	47	2	0	47	2	0	Reliance Pat. 1st Bower	8/2/99.																																																																																																																					
35379	2nd "	47	2	0	47	2	0	47	2	0	47	2	0	" "	8/2/99.																																																																																																																					
35378	3rd "	40	2	0	40	2	0	40	2	0	40	2	0	" "	8/2/99.																																																																																																																					
35411	Stream	11	2	0	11	2	0	11	2	0	11	2	0	Common	8/2/99.																																																																																																																					
35379	Kedge	35	3	0	35	3	0	35	3	0	35	3	0	" "	8/2/99.																																																																																																																					
<p>CHAIN CABLES.</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Fathoms.</th> <th rowspan="2">Size.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th rowspan="2">Fathoms and Size Per Rule.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">When and where tested, and Superintendent.</th> <th rowspan="2">Material.</th> <th rowspan="2">Fathoms.</th> <th rowspan="2">Size.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th rowspan="2">Fathoms and Size Per Rule.</th> </tr> <tr> <th>Supplied.</th> <th>Per Rule.</th> </tr> </thead> <tbody> <tr> <td>14218</td> <td>270</td> <td>2</td> <td>72</td> <td>516</td> <td>2.3</td> <td>538</td> <td>30</td> <td>270</td> <td>2</td> <td>72</td> <td>516</td> <td>2.3</td> <td>538</td> <td>30</td> </tr> <tr> <td>90</td> <td>4 1/2</td> <td>39.</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>90 x 4 1/2</td> <td>Steel</td> <td>Crane</td> <td>Speeding</td> <td>Ind.</td> <td>24/99.</td> <td></td> </tr> </tbody> </table> <p>HAWSERS AND WARPS.</p>																		Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	Supplied.	Per Rule.	14218	270	2	72	516	2.3	538	30	270	2	72	516	2.3	538	30	90	4 1/2	39.	-	-	-	-	90 x 4 1/2	Steel	Crane	Speeding	Ind.	24/99.																																																																						
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.																																																																																																																						
				Supplied.	Per Rule.																																																																																																																															
14218	270	2	72	516	2.3	538	30	270	2	72	516	2.3	538	30																																																																																																																						
90	4 1/2	39.	-	-	-	-	90 x 4 1/2	Steel	Crane	Speeding	Ind.	24/99.																																																																																																																								
<p>Boats: Two life and two others.</p> <p>Pumps, Number: As per approved plans. Diameter of Barrel and Tail Pipe: 6" barrel. 2 1/2" tail.</p> <p>Windlass is: Emerson, Walker &amp; Thompson. X Capstan side steam winches.</p> <p>Engine Room Skylights: How constructed? Iron hood on iron casing 7 ft. above B. deck.</p> <p>What arrangements for deadlights in bad weather? Iron lids with thick glass bulb eyes.</p> <p>Coal Bunker Openings: How constructed? Plate casing. How are lids secured? Latches &amp; bolts. Height above deck? 15" at B. deck.</p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &amp;c. 12 scuppers, nine ports (33 x 18) &amp; four ports, calico.</p> <p>Ceiling in Holds, thickness and material: 2 1/2" HP under hatchways. Ceiling tween Decks, thickness and material: 2" HP, sparring.</p> <p>Cargo Hatchways: How formed? Plate casing. Hatches, if strong and efficient? 3" solid HP.</p> <p>State size No. 1 Hatch (Forward): 20 x 14. No. 2 Hatch: 20 x 14. No. 3 Hatch: 20 x 14. No. 4 Hatch: 20 x 14.</p> <p>Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch: deep web in nos 1 &amp; 4 hatches, two each in nos 2 &amp; 3. three fore &amp; afters in each. No. of Breasthooks &amp; deep floors: No. of Crutches: 2 x deep floors.</p> <p>Bulwarks, height above deck and description: 4.5 x 7 1/4 plating. Main Rail, material and size: 6 inch bulb angle.</p> <p>The above is a correct description.</p> <p>Builder's Signature (herein): per J. Mills. Surveyor's Signature: C. Burney.</p>																																																																																																																																				

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

1898. No 240-45; 14/6; 3/10; H.V. 242 = 16/6/98. M. 26/9/98; 22/3/99 & 7.2d. 6/6/99.

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 plating? no

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes.

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been constructed in accordance with the approved plans (5 in number) which together with the Report on the forgings & castings are attached hereto.

The decks and tunnel have been tested with a strong force of water from hose; deck pumps & M. & I. doors tried; and found satisfactory.

Vessel subsequently examined in dry dock; bottom found in good condition; cleaned and recoated.

Sister vessel to "Defama": "H. Apl Rpt no 10810.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34 ft., R. & B. or Break 106 ft., Bridge Dk. 106 ft., F'castle 27 ft. (in feet and tenths). When the Poop 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) one deck (old) Spar & B. (old) & 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 yes.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	106	247	Fore peak tank,	-	92.
Double bottom, forward,	144	368	After peak tank,	-	27.
Double bottom, under Engines and Boilers,	40	117	Midship deep tank,	-	-
Double bottom, if under Engines only,	-	-	Other tanks, if fitted,	-	-
Double bottom, if under Boilers only,	-	-	(If necessary, furnish further information by sketch)	-	-

State whether the above have been tested as required by the Rules. yes

Order for Special Survey No. 1730

Date 27th June 1899

Order for Ordinary Survey No. 1

Date 27th June 1899

No. 242 in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

Total No. of Visits 66

The amount of Entry Fee 5 : 14-6-1899

Special Survey Fee 109 : 1-6-1899

Travelling Expenses, if any £

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

Fees applied for, 14-6-1899

Received by me, 14-6-1899

100A1 "Steel"

"Spar Deck"

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

Committee's Minute

Character assigned

100A1 Steel

Spar deck

20th June 1899

per J. Mills

C. Burney

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