Now Named "Surat"

THURS. 17 JAN 1895

3 Decks.

~~IRON OR~~ STEEL STEAMER.

No. 31201.

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

Date of completion of report: 15th Jany. 95 | Port of: Newcastle | Received at London Office: —

Survey held at: Newcastle | Date, First Survey: 9th March 1894 | Last Survey: 9th Jany. 1895.

On the Screw Steamer Johannesburg | Rig: Schooner

TONNAGE	
TONNAGE under Tonnage Deck	3822.98
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	✓
Do. of Poop	103.61
Do. of Bridge House	136.21
Do. of Forecastle	54.87
Do. of Houses on Dk.	308.73
Do. of excess of Hatchways	17.89
Do. above Crown of Engine Room	✓
Gross Tonnage	4444.29
Less Crew Space	168.62
Less above Crown of Engine Room	
Tonnage for Fees	4275.67
[Less] Engine Room	1422.17
[Less] Navigation Spaces	34.53
Register Tonnage as cut on Beam	2818.97

THREE DECKED VESSEL.

CLASS 100 A1.

	FEET.
Half Breadth (moulded)	23.37
Depth from upper part of Keel to top of Upper Deck Beams	31.45
Girth of Half Midship Frame (as per Rule)	52.25
deduct 7 feet	7.00
1st Number	100.07
Length	358.16
2nd Number	35841
Proportions—Breadth to Length	7.7
Depth to Length—Upper Deck to top of Keel	11.3
Main Deck ditto	15.3

Master: Fredk. H. Wyse

Year of appointment: (1) As Master in service of owner of present vessel 1892; (2) As Master of this vessel 1894

Built at: Newcastle upon Tyne

When built: 1894 | Launched: 18th August 1894

By whom built: Sir W. G. Armstrong, Mitchell & Comp. Ld.

Owners: British & Colonial Steam Navn. Co. Ltd

Managers: Bucknall Bros. (Where necessary to be entered in Reg. Book.)

Residence: London

Port belonging to: London

Destined Voyage: Africa | If Surveyed while Building, Afloat, ~~or~~ in Dry Dock

LENGTH on Deck as per Rule	Feet 358	Inches 2	BREADTH—Moulded	Feet 46	Inches 9	DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	Feet 27 / 19	Inches 10 / 10	Power of Engines	Horse 500	No. of Decks with flat laid 2; No. of Tiers of Beams 2 & girder frd.

Dimensions of Ship per Register, Length 360.0 breadth 47.0 depth 27.7 Moulded depth, ft. 30 ins. 7 To Upper Dk. Round up of Beam, Upper Dk. 12 ins.

FRAMING.

FRAMING	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	16ths or 20ths per Rule Or as Approved
FRAME, Angles, or ~~L Bul~~ Bars for ½ length amidships	6	3½	10	6	3½	10
Do. for ¼ at each end	6	3½	9	6	3½	9
Do. in way of Double Bottoms at Solid Floors	3½	3½	10	3½	3½	10
" " at intermdt. Bkts.	–	–	–	–	–	–
Distance of Frames from moulding edge to moulding edge, all fore and aft	–	25	–	–	25	–
[RE]VERSED FRAME, Angles	6	3½	10	6	3½	10
[DEE]P FRAMING, depth of girder	9	–	–	9	–	–
[FLOO]RS, depth and thickness of Floor Plate at mid-line for ½ length amidships	–	–	–	–	–	–
" in way of Engines and Boilers	–	–	–	–	–	–
" thickness at the ends of vessel	–	–	–	–	–	–
" depth at ¾ the half breadth, as per Rule	–	–	–	–	–	–
" height extended at the Bilges	–	–	–	–	–	–
[FL]OORS & BRACKETS in Cell Dble Bottoms	–	44	8	–	44	8
" Distance apart	–	25	–	–	25	–
[CE]NTRE GIRDER, in Double bottom, depth and thickness	–	44	10	–	44	10
" Angles, Top	4	4	9	4	4	9
" " Bottom	6½	4½	10	6½	4½	10
SI[DE] GIRDERS, number and thickness	2		8 & 9	2		8 & 9
" " Angles	3½	3½	8	3½	3½	8
[MAR]GIN PLATE, depth (exclusive of flange) and thickness	–	36	10 & 9	–	36	10 & 9
" Angles	4	4	9	4	4	9
[IN]NER BOTTOM PLATING, breadth and thickness of Middle Line Strake		36	10/16		36	10/16
" " "	×	9/16	& 1/8	–	–	9/16
" " " in Engine and Boiler space	o		13/16	–	–	9/16
" " " Remainder in Holds	–	–	9/16	–	–	9/16
BEAMS, Upper Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	9	3½	10	9	3½	10
" Angles on upper edge	–	–	–	–	–	–
" Average space	–	25	–	–	25	–
B[EAM]S, Middle Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	9	3½	11	9	3½	11
Angles on upper edge	–	–	–	–	–	–
Average space	–	25	–	–	25	–
[BEA]MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	Deep girder frames 9" in depth					
Angles on upper edge						
" Average space						
[BE]AMS, Hold, or Orlop, Plate or Tee Bulb						
" Angles on upper edge						
" Average space						
[BEA]MS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	9	3½	10	9	3½	10
Angles on upper edge	–	–	–	–	–	–
Average space	–	50	–	–	50	–
BE[AMS, B]ridge Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	9	3½	10	9	3½	10
" Angles on upper edge	–	–	–	–	–	–
" Average space	–	50	–	–	50	–
[BEA]MS, Forecastle Deck, ~~Angle~~, Bulb, Angle, ~~Plate or Tee Bulb~~ under windlass	7 / 7	3 / 3	8 / 10	7 / 7	3 / 3	8 / 10
" Angles on upper edge	–	–	–	–	–	–
" Average space	–	25	–	–	25	–
[PI]LLARS, In 'tween Deck, size and spacing	2 7/8	50	–	2 7/8	50	–
" Hold " "	4 1/8	50	–	4 1/8	50	–
" Quarter 'tween Dks., " "	2 7/8	100	–	2 7/8	100	–
" " in Hold " "	4 1/8	"	–	4 1/8	"	–
[W]EB-FRAMES, In Fore Body, No. and spacing	–	–	–	–	–	–
" " " brdth. & thickness	–	–	–	–	–	–
" No. of Side Stringers " "	3	24	10	3	24	10
W[E]B-FRAMES, In E. & B. Space, No. & spacing	5	5 &	6	5	5 &	6
and 1 screen bulkhead " " brdth. & thickness		24	10		24	10
W[EB-FR]AMES, In After Body, No. and spacing	–	–	–	–	–	–
" " brdth. & thickness	–	–	–	–	–	–
No. of Side Stringers " "	–	–	–	–	–	–
" Size of Angles or Tee Bars to Web-Frames	6½	4½	10	6½	4½	10
BRACKET PLATES to Stringers between Web Frames, depth and thickness		16	9	–	16	9
	every 3rd frame					

FORGINGS or CASTINGS.

FORGINGS or CASTINGS	Inches in Ship	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	–	–
STEM, moulding and thickness	11 × 3	11 × 3
STERN-POST for Rudder do. do. (Cast Steel)	11 × 7	11 × 7
" for Propeller	11 × 7	11 × 7
MAIN PIECE of Rudder, diameter at head	9½	9½
" " do. at heel	4¾	4¾

RUDDER, how constructed: Cast Steel frame & single plate 1"

Can the Rudder be unshipped afloat? Yes

KEELSONS & STRINGERS.

KEELSONS & STRINGERS	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	16ths or 20ths per Rule Or as Approved
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	Deep girder frames and 3 side stringers					
" Rider Plate						
" Bulb Plate to Intercostal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercostal Plate, for length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors, for lng.						
" Intercostal Plate for length						
" Attached to outside Plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercostal Plate for length						
" Attached to outside Plating with Angle						
SIDE STRINGER Angles	6½	4½	10	6½	4½	10
" ~~Bulb or~~ Intercostal Plate, for whole lng.		24	10	–	24	10
" Attached to outside plating with Angle	3½	3½	9	3½	3½	9
Upper Deck Stringer Plates, br'dth & thickness	57		12	57		12
" Angle on ditto	4½ × 4½		11	4½ × 4½		11
" Tie Plates fore and aft, outside Hatchways	iron dk.		10 & 9/16	–		10 & 9/16
" Deck.* Iron ~~or Steel~~, for whole lng.	–		7 & 6/16	–		7 & 6/16
" Wood Deck. Material & thickness	–		–	–		–
Middle Deck Stringer Plate, br'dth & thickness	57		10	57		10
" Angles on ditto, No. 2	4 × 4 ×		9	4 × 4 ×		9
" Tie Plates outside Hatchways Steel do.	–		9	–		9
" Diagonal Tie Plates on Bms., No. of prs.	–		–	–		–
" Deck.* ~~Iron or~~ Steel, for whole lng.	–		7	–		7
" Wood Deck. Material & thickness	–		–	–		–
Lower Deck Stringer Plate, br'dth & thickness	–		–	–		–
" Angles on ditto, No.	–		–	–		–
" Tie Plates, outside Hatchways	–		–	–		–
" Deck.* Material and thickness	–		–	–		–
Hold, or Orlop Stringer Plate, br'dth & thckn's	–		–	–		–
" Angles on ditto, No.	–		–	–		–
" Tie Plates outside Hatchways	–		–	–		–
" Deck. Material and thickness	–		–	–		–
Poop Deck Stringer Plate, breadth & thickness	25		7	25		7
" Angle on ditto	3 × 3 ×		7	3 × 3 ×		7
" Tie Plates	14		7	14		7
" Deck. Material and thickness Teak	3		–	3		–
Bridge Deck Stringer Plate, br'dth & thickness	38		9	38		9
" Angle on ditto	3½ × 3½		9	3½ × 3½ ×		9
" Tie Plates	14		8	14		8
" Deck. Material and thickness Teak	3		–	3		–
Forecastle Deck Stringer Plate, b'dth & th'kns	25		6/16	25		6/16
" Angle on ditto	3 × 3 ×		7	3 × 3		7
" Tie Plates Iron deck	–		5/16	–		5/16
" Deck. Material and thickness	–		5/16			5/16

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

BULKHEADS.	Number In Vessel.	Number Per Rule.	Thickness. 16ths or 20ths.	STIFFENERS. Horizontal. Inches.	STIFFENERS. Vertical. Inches.	STIFFENERS. Spacing. Inches.	Single or Double Frames	Height up.
W. T. BULKHEADS	7	6	8 & 7/20	6 × 3½ × 10/20	6 × 3½ × 10/20	48	double	upper deck
PARTITION "	Boiler room Bulkd. as per sketch attached							
LONGITUDINAL "								

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

Form No. 1B.

NWC839-0138

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PLATING. / RIVETING.

STRAKES.	As in ship: Amidship Breadth (Inches)	Amidship Thickness (16ths or 20ths)	Forward Thickness	Aft Thickness	Per Rule or as approved: Amidship Breadth (Inches)	Thickness (16ths or 20ths)	Edges: Single or Double	Breadth of Lap (Inches)	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Butts: Double or Treble and for what Length	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Straps Breadth (Inches)	Straps Thickness (Inches)	If Lapped Breadth (Inches)	For what Length (Feet)
Flat Plate Keel (If Bar Keel, state Riveting)	36	18	14	14	36	18	double	6	1	4	treble whole L	1	3 1/2	19	22	✓	✓
Garboard or A Strake	53	13 full	13 full	13 full	36	14	"	5 1/4	7/8	3 7/16	"	7/8	3 7/16	✓	✓	9	whole L
B	46	12	10	11	48	12	"	"	"	"	"	"	"	✓	✓	"	"
C	53	11	10	10	54	11	"	"	"	"	"	"	"	✓	✓	"	"
D	46	12	10	10	48	12	"	"	"	"	"	"	"	✓	✓	"	"
E	59	11	9	10	54	11	"	"	"	"	quadruple 1/2 L treble whole L	"	"	✓	✓	11 1/4	"
F	46	13	11	11	48	13	"	"	"	"	"	"	"	✓	✓	9	"
G	51	12	9	9	54	12	"	"	"	"	"	"	"	✓	✓	"	"
H	45	13	10	10	48	13	"	"	"	"	"	"	"	✓	✓	"	"
J	54	12	9	9	54	12	"	"	"	"	"	"	"	✓	✓	"	"
K	46	13	10	9	48	13	"	"	"	"	"	"	"	✓	✓	"	"
L	53	12	9	9	54	12	"	"	"	"	"	"	"	✓	✓	"	"
M	46	13	10	10	48	13	"	"	"	"	"	"	"	✓	✓	"	"
N	54	14	9	9	54	14	"	6	1	4	"	1	3 1/2	✓	✓	"	"
O	44	18	11	11	44	18	"	"	"	"	"	1	"	19	22	✓	✓
P, Q, R	The boss and after hood plates as per rule																
Doubling of Flat Plate Keel	24	14	[illegible]		24	14	single	—	1	4	treble	1	3 1/2	19	18	✓	
Length and thickness of Bilges		✓															
of Sheerstrakes		14 at ends of Bridge 18" 9' each end															
of Strake below		✓															
Poop Sides		7	7	7	—	7	single		3/4		double	3/4		9 3/4	7	✓	✓
Bridge Sides		7 & 9	7 & 9		—	7 & 9	"		"		"	"		"	7 & 9	✓	✓
Fore-castle Sides		7	7	7	—	7	"		"		"	"		"	7	✓	✓

State actual thickness in way of Double Bottom.

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, &c.? Angles by Dorman Long & Co, Plates by John Spencer & Sons, and Consett Iron Co Ld; Beams by Palmers Co Ld, and iron by Stockton malleable iron Co Ld and Jno Hill & Co

Upper Deck Stringer Plate { **Butts,** treble riveted for whole length amidship. **Straps,** ~~single~~, double ~~or overlapped~~ for 1/2 length amidship.

Middle Deck Stringer Plate { **Butts,** treble riveted for at ends length amidship. **Straps,** quadruple & ~~single, double~~ or overlapped for 1/2 length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? throughout

Inner Bottom Plating, riveting of **Edges** double & single **Butts** Double

Centre Girder Butts, treble riveted **Keelson Butts,** ✓ riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 6 apart.

Rivets, state whether Iron or Steel iron

FRAMES extend in one length from flange plates to gunwale

REVERSED FRAMES on floors and frames extend from centre line to main & upper deck alternately; all to upper deck from 47 to 128 frames, & in after peak, & to main & forecastle decks alternately

MASTS, SPARS, &c.

	Material.	Total Length.	At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles Number.	Angles Size.	Riveting Seams.	Riveting Butts.
Lower Masts Fore	Steel	56.0	24 × 16/20	22 × 16/20	✓	20 × 11/20	2	✓	✓	double	treble
Main	do	56.0	24 × 16/20	22 × 16/20	✓	20 × 11/20	2	✓	✓	"	"
Mizen											

Bowsprit ✓

Topmasts, ~~Yards~~ and Remainder of **Spars** Baltic pine

Rigging, Material and Size, **Shrouds** Steel wire 6" **Stays** 6"

Sails. One Suit of — Sails, and the following spare sails ✓

EQUIPMENT No. 40690 LETTER X. ANCHORS.

Number of Certificate.	Anchors.	Weight, ex. Stock Cwts.	qrs.	lbs.	Weight of Stock Cwts.	qrs.	lbs.	Test, per Certificate Tons.	cwts.	qrs.	lbs.	Weight Req. by Rule Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
14241	1st Bower	56	0	0	Hyne Stockless forged Anchors			46	0	0	0	51	3	0	Hyne Stockless	J. Abbot & Co	L.P.H. Lw. 29/11-94
14225	2nd	55	3	0				45	16	3	14	51	3	0	do	do	do 14/11-94
14219		55	1	7				45	12	0	21	51	3	0	"	"	" 3/11-94
14190	3rd	55	0	0				45	7	2	0	44	1	0	"	"	" 18/10-94
	Collective weight	222	0	7								199	2	0			
14065	Stream	12	3	14	3	1	14	14	12	3	7	12	3	0	Rodgers	"	" 15/6-94
14066	Kedge	6	3	0	1	3	0	9	0	0	0	6	2	0	"	"	" 31/8-94
	2nd Kedge	✓ Marked L.P.H. Lw. & Certificates signed C. E. Perrins															

If Patent state name of Patentee.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable Supplied.	Per Rule.	Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
6920	135	2 1/4	91 1/8 127 1/2	354.2.18	682.1.11	270 – 2 3/16	Stud link	J. Abbot & Co	L.P.H. Lw. 5/7-94
6929	135	2 1/4	"	356.3.3				"	" 31/8-94
				711.1.21					
Iron Stream Chain or Steel Wire	90	4 1/2	39	Steel wire		90 – 4 1/2			

HAWSERS AND WARPS.

	Material	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
Towline	Steel wire	120	4 1/2	39	120 – 4 1/2
Hawser		90	3 1/2	26	90 – 11
	Manilla	90	12	—	90 – 9
Warp	"	90	8 1/2	—	nil
	"	90	6 1/2	—	"
	"	90	5 1/2	—	"

Boats, 6 No.

Pumps, Number 8 No.; One placed in Engine room Diameter of Barrel and Tail Pipe 6 & 3 & 1 Stones patt, Aft 2 1/2

Windlass is Harfields Steam Patt. **Capstan** Clarke, Chapmans Patt.

Engine Room Skylights.—How constructed? of iron

What arrangements for deadlights in bad weather? Iron Shutters and thick circular glass in each

Coal Bunker Openings.—How constructed? Plate hatchways How are lids secured? Solid hatches Height above deck? 9"

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 7 Scuppers & 7 Ports each side, latter 26" × 17 1/2

Ceiling in Holds, thickness and material ½ round iron 3" × 12/16 solid **Ceiling 'tween Decks,** thickness and material & 3" Pitch & Baltic pine in flat

Cargo Hatchways.—How formed? Iron plate coamings & Headledges **Hatches,** If strong and efficient? 3" Solid

State size **No. 1 Hatch** (Forward) 18.8 × 15.10 **No. 2 Hatch** 29.0 × 15.10 **No. 3 Hatch** 29.0 × 15.10 **No. 4 Hatch** 18.8 × 15.10

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch one deep web in Nos 1 & 4 & 2 deep webs in Nos 2 & 3, with 3 fore & afters to each **No. of Breasthooks** 7 **No. of Crutches** 3 & 4 transv. 6¼ × 3¾

Bulwarks, height above deck and description 3.6 of iron 4/16 Main Rail, material and size Iron bulb mouldings

The above is a correct description.

Builder's Signature (here only) [signature] DIRECTOR.

Surveyor's Signature James Sibun
~~*Surveyor to Lloyd's Register of British*~~ *and Foreign Shipping.*

Form No. 1B.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) M. 1 March /94 M. 6 March; M. 5 March; M. 16 March; M. 21 April; E. 21 April; E. 27 April; ~~M. 22 June~~ and E. 6 Sept. 1894 & M. 31 Dec /94

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? a very few

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

General Remarks (State quality of workmanship, &c.) This vessel has been built of Steel in accordance with the rules and approved tracings of Midship Section Profile &c, on the Girder frame system, and with cellular double bottom throughout, with solid floors to every frame, and the floors centre line & side girders in the boiler space and the top of inner bottom throughout, are of iron. The water ballast tank under engines is made water-tight at the centre girder, & the inner bottom fore and aft, and the after peak tested to a head of water as per rule & proved satisfactory; The tunnel filled & tested to a head of water equal to the load draught (see Surveyor's letter 29.1.95) ~~of 5 ft~~ & found quite water-tight; The deck tested with water and the Pumps & Sluice Valves examined & found in good working order. The Materials and workmanship being of a good description throughout. Additional stiffening fitted to bulkheads in shaft tunnel as per sketch, the horizontal bulb angle at the thrust block end fitted on the Aft side of bulkhead and one strong vertical bar on the fore side.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.6 ft., R.Q.D. or Break ✓ ft., Bridge Dk 97.9 ft., F'castle 39.3 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) 1 Deck (iron), 1 Deck (Steel), and Girder frames

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Wailes & Dove's patt. Cement & Paint Outside 3 Coats of paint

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	95.10	295	Fore peak tank,	✓	✓
Double bottom, forward,	141.8	473	After peak tank,	12.6	60
Double bottom, under Engines and Boilers,	58.4	237	Midship deep tank,	✓	✓
Double bottom, if under Engines only,	✓	1005	Other tanks, if fitted, Tunnel Tank	✓	130
Double bottom, if under Boilers only,	✓	✓	(If necessary, furnish further information by sketch.) See Surveyor's letter 29.1.95		

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 2597 Date 3rd Apl. 1894

Order for Ordinary Survey No. ✓ Date ✓

No. 619 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought: 1894 Mar. 9.14.19.22.29. Apl. 2.4.13.18.20.25. May

2nd. On the plating during the process of riveting: 2.4.8.11.14.23.25. June 1.5.8.12.13.15.16.19.21.22.

3rd. When the beams were in and fastened, and before the decks were laid: July 4.6.9.12.13.16.17.19.23.24.26.27.30. Aug. 1.3.8.9.10.13.15

4th. When the ship was complete, and before the plating was finally coated or cemented: 16.17.20.22.27. Sept. 3.5.6.7.10.12.13.19.21.25.28. Oct. 2.3.10

5th. After the ship was launched and equipped: 11.15.17.19.22.23.25.29.30. Nov. 1.2.6.7.9. 13.15.19.21.28. Dec. 6.11.12.13.14.20.21.26.29. Jan. 9 Total No. of Visits 96.

The amount of Entry Fee £5 : - : -
Special Survey Fee £131 : 18 : -
Travelling Expenses, if any £ - : - : -

Fees applied for, 16.1.1895
Received by me, 22/1/1895 GBW 28

Certificate to be sent to Newcastle Office

I am of opinion this Vessel should be Classed ✠100 A1

With, or without Freeboard, as condition of Class ✓

James Sibun
Surveyor to ~~*Lloyd's Register*~~ *of British and Foreign Shipping.*

Committee's Minute
Character assigned 100 A1 Steel

FRIDAY 18 JAN 1895

LA OCP
& LMC 1,95
2 Dks (1 Stl. + 1 Iron) & deep framing 3 dk Rule
Engine

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A1 ("Steel") as recommended.

✠ 100 A1 ("Steel")

2 Dks (1 Stl + 1 Iron) & deep framing 3 Dk Rule

W.B. = Cell DB a 96' u E+B 58' f 142' 1005t APT 60t

FK. Asp.

The Surveyor should be requested to state the capacity of the Tunnel Tank for record in the Register Book.

See Surveyor's reply dated 29.1.95

17/1/95

The Surveyors are requested not to write on or below the Committee's Minute.

Hull Certificate. Written.

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