

Weeks. 25

IRON OR STEEL STEAMER.

(Received at London Office) 3829
WED 3 DEC 1890

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

Date of completion of report Dec 1st 1890 Port of Belfast

Survey held at Belfast

Date, First Survey Feb 13th

Last Survey Nov 24th 1890

Vessel Steamer Memphis

Rig Schooner

2959.03

THREE DECKED VESSEL.

Master John Wiltshire

Year of appointment (1) As Master in service of owner of present vessel: 1890 (2) As Master of this vessel: 1890

CLASS 100 A 1

Built at Belfast

When built 1890 Launched Oct 18th

By whom built Harland & Wolff Ltd

Owners Alfred Lewis Jones

Managers

Residence Liverpool

Port belonging to Liverpool

Destined Voyage Baltimore If Surveyed while Building, Afloat, or in Dry Dock while Built:

H on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floor to Upper Deck Beams	Feet.	Inches.	Horse	No. of Decks with flat laid	No. of Tiers of Beams
Rule	343	16	Moulded	40	7 1/2	Do.	20	15 1/2	300	200	200

ons of Ship per Register, Length 345.6 breadth 40.95 depth 26.4 Moulded depth, ft. 29 ins. 6 1/2 To Upper Dk. Round up of Beam, Upper Dk. 9 ins.

FORGINGS or CASTINGS.

Bar or Side Plates, depth and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
moulding and thickness	9 x 1 1/2	9 x 1 1/2	9 x 1 1/2	9 x 1 1/2	9 x 1 1/2	9 x 1 1/2
POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
for Propeller	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
PIECE of Rudder, diameter at head	0 1/2	0 1/2	0 1/2	0 1/2	0 1/2	0 1/2
do. at heel	4	4	4	4	4	4
ER, how constructed	Cast steel single plate	Cast steel single plate	Cast steel single plate	Cast steel single plate	Cast steel single plate	Cast steel single plate
Is the Rudder be unshipped afloat?	Yes	Yes	Yes	Yes	Yes	Yes

FRAMING.

Angles, one 1/2 Pass for 1/2 length amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
or 1/2 at each end	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
in way of Double Bottoms	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
of Frames from moulding edge to	24	24	24	24	24	24
ing edge, all fore and aft	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
ISED FRAME Angles	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
MS, depth and thickness of Floor Plate	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
at mid-line for 1/2 length amidships	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
in way of Engines and Boilers	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
thickness at the ends of vessel	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
depth at 1/2 the half breadth, as per Rule	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
height extended at the Bilges	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2

RS & BRACKETS in Cell Dble Bottoms

Distance apart	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	42	42	42	42	42	42

REGIRDER, in Dbl Btm. depth & thickness

Angles, Top	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4	4	4	4	4	4

GIRDERS, number and thickness

Angles	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2

IN PLATE, dpth (excl. of flange) & thickness

Angles	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4	4	4	4	4	4

R BOTTOM PLATING, breadth and thickness of Middle Line Strake

in Engine and Boiler space	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	41	41	41	41	41	41

Remainder in Holds.

Upper Deck, Single Angle, Bulb	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

Angles on upper edge

Average space	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	40	40	40	40	40	40

MS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2

Angles on upper edge

Average space	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	40	40	40	40	40	40

MS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2

Angles on upper edge

Average space	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	40	40	40	40	40	40

MS, Hold, or Orlop, Plate or Tee Bulb

Angle, Plate or Tee Bulb	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

Rider Plate	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Angles

Attached to outside Plating with Angle	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

BILGE KEELSON, Angles

Bulb or Plate above floors, for length	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Intercoastal Plate, for length

Attached to outside Plating with Angle	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

BILGE STRINGER Angles

Bulb Plate for length	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Intercoastal Plate for length

Attached to outside Plating with Angle	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

SIDE STRINGER Angles

Bulb or Intercoastal Plate for length	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams, breadth and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	50	50	50	50	50	50

Angle on ditto

Tie Plates fore and aft, outside Hatchways	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

Flat of Dk * Iron or Steel, for Entire Ing.

Wood	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Material & thickness

How fastened to Beams	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Middle Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 2	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

Tie Plates outside Hatchways

Diagonal Tie Plates on Bms., No. of prs.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Flat of Dk * Iron or Steel, for Entire Ing.

Wood	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Material & thickness

How fastened to Beams	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Lower Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 4	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

Tie Plates, outside Hatchways

Flat of Deck * Material and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

How fastened to Beams

Hold or Orlop Stringer Plate, br'dth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

Is the Stringer Plate attached to the outside Plating?

Angles on ditto, No.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

Tie Plates outside Hatchways

Flat of Deck * Material and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

How fastened to Beams

Poop Deck Stringer Plate, breadth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	33	33	33	33	33	33

Angle on ditto

Tie Plates	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	13	13	13	13	13	13

Flat of Deck, Material and thickness

Bridge Deck Stringer Plate, breadth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	33	33	33	33	33	33

Angle on ditto

Tie Plates	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	13	13	13	13	13	13

Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	33	33	33	33	33	33

Angle on ditto

Tie Plates	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	13	13	13	13	13	13

Flat of Deck, Material and thickness

PLATING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

FLAT PLATE KEEL, breadth and thickness

D'bling or inc. thickness & len. appl'd.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	1	1	1	1	1	1

PLATES in Garboard Strakes, br'dth & thickness

from Garboard to lower part of Bilges	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	11	11	11	11	11	11

State Thickness of Plating in way of Double Bottom

Bilges, number of Strakes and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	3	3	3	3	3	3

Of doubling at Bilge, or increased thickness, and length applied

from up. prt. of Bilge to l.r. edge of Sh'rstrake	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
	12	12	12	12	12	12

Continued

Ceiling betwixt Decks, thickness and material		BULKHEADS.		No. in Vessel	Thickness	Angles.	Spacing.	No. Reqd. by Rule	Height up.	Sgl. or Dble. Frames
in hold do. do.		W. T. BULKHEADS		4	20	Vrtel. 32 32 20 30		4		
Number of Breasthooks		PARTITION				Hzntl. 32 32 20 40				
Crutches		LONGITUDINAL				Vrtel.				

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

The FRAMES extend in one length from *Flange plate to gunwale* Riveted through plates with *5/8* in. Rivets, about *6* apart.

The REVERSED ANGLE on floors and frames from *Flange plate to main and to upper decks alternately; all to upper deck in engine and boiler space, and alternate reverse bars to forecastle deck.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets *1/2* in. diameter, averaging *4 1/4* ins. from centre to centre.

Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets *5/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *5/8* in. dia., averaging *3* ins. from cr. to cr.

Butts of *Garb.* overlapped for *entire* length, treble riveted for *entire* length; with rivets *5/8* in. dia., averaging *3* ins. from cr. to cr.

Butts of *all* Strakes at *Bilge* for *entire* length, treble riveted with Butt Straps *thicker than the plates they connect. Outside straps*

Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets *5/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *5/8* in. dia., averaging *3* ins. from cr. to cr.

Butts of *all* overlapped for *entire* length, treble riveted for *entire* length; with rivets *5/8* in. dia., averaging *3* ins. from cr. to cr.

Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for *entire* length amidships.

Butts of Middle Deck Stringer Plate, treble riveted for *half* length amidships. Butts of Upper Deck Stringer Plate, treble riveted for *entire* length.

Single or Double Straps for *1/2* lgth. amidships. Double Straps for *half* lgth.

Butts of Inner Bottom Plating *double* riveted for *entire* length. Butts of Centre Girder *treble* riveted.

Breadth of edge laps of Shell Plating in double riveting *5 1/2 and 6* Breadth of edge laps of Shell Plating in single riveting

Butt Straps of Shell Plating, breadth and thickness *2 1/4 to 1 1/4 x 19 to 20* Butts if Lapped, breadth of laps *10 1/2 and 12 ins.*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and quadruple.*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *James & Per. Voss, Brandmaier & Coates & Co., Beams, Barnard & Dorman Long & Co., Flange*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where better, but mostly lapped.*

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? *very few.*

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

MASTS, SPARS, &c.

Lower Masts....	Fore	Main	Mizzen	Bowsprit	Topmasts, Yards and Remainder of Spars	DIAMETER AND THICKNESS.		No. of plates in round	ANGLES.		RIVETING.
						At Partners.	Heel.		Number.	Size.	Seams.

Rigging, Material and Size, Shrouds *Bullivant's Galvanized Iron wire 4 1/2 stays 4 double to 7 M. 2 4 1/2 Single to 10 M.*

Sails. *one complete* Suit of *good* Sails, and the following spare sails *none*

EQUIPMENT No. *35-146* LETTER *V.* ANCHORS.

Number of Certificate.	1st Bower	2nd	3rd	4th	Collective weight	WEIGHT, EX-STOCK.		TEST, PER CERTIFICATE.	WEIGHT REG. PER RULE.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.
						Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.		Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.			

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.

Boats *Two life boats, and four other boats.*

Pumps, Number *Six*, exclusive of engine suction Diameter of Barrel and Tail Pipe *Barrels 5 ins. and tail pipes 3 1/2 ins.*

The Windlass is *Harfield's patent steam, and good.* Capstan *good.*

Engine Room Skylights.—How constructed? *of plates & angles on framings 36 in. above Bridge deck.*

What arrangements for deadlights in bad weather? *Solid top with bulls' eyes.*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck *3' above B.D.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *5 freeing ports 30 x 12, two Scuppers and two spring pipes forward; and 4 freeing ports 4 Scuppers, and 2 spring pipes aft. each side.*

Cargo Hatchways.—How formed? *of plates and angles* Hatches, If strong and efficient? *yes, 3 solid.*

State size No. 1 Hatch (Forward) *19.6 x 11.0* No. 2 Hatch *22.6 x 12.0* No. 3 Hatch *19.6 x 11.0* No. 4 Hatch *15.6 x 12.0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Two deep web plates in No. 2; One deep web plate in each of No. 1 & 3; One shifting beam in No. 4, and one strong fore and after in all.*

Bulwarks, height above deck and description *4' 3" of 5/8 steel* Main Rail, material and size *steel angle bulb 5 x 3 x 1/2*

The above is a correct description

Builder's Signature *H. Aulundt. woe fln.* Surveyor's Signature, *James Curpin*

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

Order for Special Survey No. <i>279</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Feb. 13, 20, 28; Mar. 7, 14, 19, 24; Ap. 3, 14.</i>
Date <i>Dec. 10, 1889</i>	2nd. On the plating during the process of riveting	<i>23, 28; May 7, 15, 22; June 3, 6, 9, 12, 20;</i>
Order for Ordinary Survey No. <i>233</i>	3rd. When the beams were in and fastened and before the decks were laid	<i>30; July 7, 14, 22; Aug 4, 9, 12, 14, 22, 28; Sep. 1,</i>
Date <i>—</i>	4th. When the ship was complete, and before the plating was finally coated or cemented	<i>8, 17, 18, 25, 26; Oct. 2, 8, 14, 16, 22, 29, 31; Nov.</i>
No. <i>233</i> in builder's yard	5th. After the ship was launched and equipped	<i>5, 13, 20, 27, 1890</i>

State dates and initials of letters respecting this case *October 10th 1889*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the copy of tracing of approved midship section, herewith enclosed, and otherwise in accordance with the plans approved for the "British Empire," of which vessel she is a duplicate. Belfast Report No. 3553, and also of "Ibraon" Report No. 3006, in compliance with the Secretary's letter dated as above web frames have been fitted in the Engine and Boiler space, and the Rules in other respects, including the Committee's circulars on steel, have been adhered to. She is stronger than required by the Rules at the gunwale, and several parts of the bottom.*

The materials used in her construction, and the workmanship are very good.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *32* ft., R.Q.D. or Break *—* ft., Bridge Dk. *80* ft., F' castle *44* ft.

(in feet and tenths) where 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) *2 Dks (1 Iron & 1 Stl.) 3 Dk Rule.*

Official No. *97827*; Signal Letters *LWSM.*

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length *—* and water capacity in tons *—* Double bottom, forward, length *—* and water capacity in tons *—*

Double bottom, under engines and boilers, length *—* and water capacity in tons *—* If under engine only, or boilers only, state which *—*

Double bottom, constructed on the cellular system, length *204 feet.* and water capacity in tons *545*

Fore peak tank, water capacity in tons *—* After peak tank, water capacity in tons *40*

Midship deep tank, length *—* and water capacity in tons *—* Other tanks, if fitted, length *—* and water capacity in tons *—*

The above have *all* been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint.* Outside *Paint.*

FREEBOARD assigned by the Committee, as per Secretary's Letter dated *26th November 1890.*

In Summer *6 ft. 2 1/2 ins.*

In Winter *6 ft. 4 1/2 ins.*

For Winter in North Atlantic *7 ft. 0 1/2 ins.*

Fresh Water above the centre of disc *1 1/2 ft.*

State if marked on Vessel's sides in accordance with Notice No. 572 *no.*

but with more recent instructions and diagrams

The amount of Entry Fee *£ 5* is received by me, *J. A. P.*

Special *£ 100* *9* *4/12* *1890*

Certificate *£ 100*

Travelling Expenses, if any *£ 100*

I am of opinion this Vessel should be Classed *2 Dks (1 Stl. & 1 Iron) 3 Dk Rule.*

Committee's Minute *FRI 5 DEC 1890*

Character assigned *100 A 1 Steel*

La rcp 2 Dks 1 Stl & 1 Iron & Deep Framing

+ Amb 11/90 30k Rule

Record Freeba

This submitted that the vessel

aboves eligible to be classed 100 A 1

(Steel) as recommended.

2 Dks (1 Stl. & 1 Iron) & Deep Framing

3 Dks Rule

Call. I. B. & A. P. T. (as above particulars)

Lloyd's Register

Foundation

3-15-90