

1 or 2 Decks.

IRON OR STEEL STEAMER.

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

Received at London Office,

7 NOV 1891

4000 Survey held at Belfast Date, First Survey June 2nd Last Survey Oct 29th 1891

on the Steel screw Steamer "Pioneer" Rig Schooner

NAME under 415.07 ONE OR TWO DECKED VESSEL. Master M. Kelly

CLASS +100 A1 Year of appointment 1891

Half Breadth (moulded) 13.75 Built at Belfast

Depth from upper part of Keel to top of Main Deck Bms. 4.33 When built 1891 Launched Oct 3rd 1891

Girth of Half Midship Frame (as per Rule) 25.24 By whom built M. L. Swaine & Co. Ltd.

1st Number 5337 Owners Richard Foley

Length 178.85 Managers Richard Foley

2nd Number 9545.2 Residence Cork

Proportions—Breadths to Length 6.5 Port belonging to Cork

Depths to Length—Main Deck to top of Keel 12.4

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

Length on Deck	Feet	Inches	BREADTH—	Feet	Inches	DEPTH—	Feet	Inches	Power of	Horse	No. of Decks with Flat laid	No. of Tiers of Beams
as per Rule	178	10	Moulded	27	6	Top of Floors to Main Deck	12	9	Engines	89	one	one

Dimensions of Ship per Register, Length, 180.6 breadth, 27.6 depth, 12.7. Moulded Depth, ft. 13 ins. 10. Round of Beam 6 inches.

FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule.	KEELSONS AND STRINGERS.		Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates depth and thickness	$7\frac{1}{2} \times 1\frac{1}{2}$	$7\frac{1}{2} \times 1\frac{1}{2}$	$7\frac{1}{2} \times 1\frac{1}{2}$	CENTRE LINE KEELSON, Vertical Plate above	12	9.47	12
TERN-POST for Rudder do. do.	$6\frac{1}{2} \times 1\frac{1}{2}$	$6\frac{1}{2} \times 1\frac{1}{2}$	$6\frac{1}{2} \times 1\frac{1}{2}$	„ Rider Plate... for... length...	8.5	9.48	8.5
„ for Propeller...	$7 \times 1\frac{1}{2}$	$7 \times 1\frac{1}{2}$	$7 \times 1\frac{1}{2}$	„ Bulb Plate to Intercoastal Keelson...	11	3	6
MAIN PIECE of Rudder, diameter at head...	$14\frac{1}{2}$	$14\frac{1}{2}$	$14\frac{1}{2}$	„ Horizontal Plates on Floors...	11	3	6
„ do. at heel...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Angles...	11	3	6
RUDDER, how constructed	10/20 plate riveted to keelsons			SIDE KEELSON, Angles...	11	3	6
„ the Rudder be unshipped afloat?	Yes			„ Bulb or Plate above floors for...	11	3	6
FRAMING.		Inches in Ship.	Inches per Rule.	„ Intercoastal Plate for... length... <td>11</td> <td>3</td> <td>6</td>	11	3	6
FRAME, Angles, or Bars, for 1/2 length amidships	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$	$3\frac{1}{2} \times 3$	„ Attached to outside plating with Angle...	3.5	3	7
Do. for 1/4 at each end...	3×3	3×3	3×3	BILGE KEELSON, Angles...	11	3	6
Do. in way of Double Bottoms...	3×3	3×3	3×3	„ Bulb or Plate above floors for 3/8 length...	11	3	6
Distance of Frames from moulding edge to...	2.2	2.2	2.2	„ Intercoastal Plate for... length...	6.5	6	6
„ moulding edge, all fore and aft...	2.2	2.2	2.2	„ Attached to outside plating with Angle...	11	3	6
REVERSED FRAME, Angles...	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	BILGE STRINGER Angles...	11	3	6
FLOORS, depth and thickness of Floor Plate...	19×7	19×7	19×7	„ Bulb Plate for... length...	11	3	6
„ at mid-line for 1/2 length amidships...	19×7	19×7	19×7	„ Intercoastal Plate for... length...	11	3	6
„ in way of Engines and Boilers...	19×7	19×7	19×7	„ Attached to outside plating with Angle...	11	3	6
„ thickness at the ends of vessel...	$9\frac{1}{2}$	$9\frac{1}{2}$	$9\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ depth at 1/2 the half breadth, as per Rule...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
„ height extended at the Bilges...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
FLOORS & BRACKETS, in Cell Dble Bottoms...	$3\frac{1}{2} \times 6$	$3\frac{1}{2} \times 6$	$3\frac{1}{2} \times 6$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Distance apart...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
CENTRE GIRDER, in Double Bottom, depth...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
„ and thickness...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Angles, Top $3\frac{1}{2} \times 3\frac{1}{2}$ Bottom...	$3\frac{1}{2} \times 3\frac{1}{2}$	$3\frac{1}{2} \times 3\frac{1}{2}$	$3\frac{1}{2} \times 3\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
SIDE GIRDERS, number and thickness	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
„ Angles...	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	$3 \times 2\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
MARGIN PLATE, depth (exclusive of flange)...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
„ and thickness...	3×3	3×3	3×3	„ Attached to outside plating with Angle...	11	3	6
„ Angles...	3×3	3×3	3×3	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
WEB BOTTOM PLATING, breadth and...	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
„ thickness of Middle Line Strake...	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
„ „ thickness in Engine and Boiler space...	$7\frac{1}{2}$	$7\frac{1}{2}$	$7\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ „ Remainder in Holds...	$6\frac{1}{2}$	$6\frac{1}{2}$	$6\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
BEAMS, Main and Raised Quarter Deck...	5×3	5×3	5×3	„ Attached to outside plating with Angle...	11	3	6
„ Single Angle, Bulb Angle, Plate or Tee Bulb...	5×3	5×3	5×3	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Angles on Upper Edge...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
„ Average space...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
BEAMS, Lower Deck, Single Angle, Bulb...	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Angle, Plate or Tee Bulb...	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
„ Average space...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
BEAMS, Hold, Plate or Tee Bulb...	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Average space...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
BEAMS, Poop Deck, Angle, Bulb Angle, Plate...	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	„ Attached to outside plating with Angle...	11	3	6
„ Angles on Upper Edge...	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Average space...	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
BEAMS, Bridge Deck, Angle, Bulb Angle...	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
„ Angle, Plate or Tee Bulb...	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	$3\frac{1}{2} \times 2\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Average space...	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
BEAMS, Forecastle Deck, Angle, Bulb Angle...	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	„ Attached to outside plating with Angle...	11	3	6
„ Angle, Plate or Tee Bulb...	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	$5\frac{1}{2} \times 3$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Average space...	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	„ Intercoastal Plate for... length...	11	3	6
PILLARS, in between Decks, Size and Spacing...	$2\frac{1}{2} \times 4\frac{1}{2}$	$2\frac{1}{2} \times 4\frac{1}{2}$	$2\frac{1}{2} \times 4\frac{1}{2}$	„ Attached to outside plating with Angle...	11	3	6
„ Hold...	$2\frac{1}{2} \times 4\frac{1}{2}$	$2\frac{1}{2} \times 4\frac{1}{2}$	$2\frac{1}{2} \times 4\frac{1}{2}$	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ FRAMES, in Fore Body, No. and Spacing...	12×7	12×7	12×7	„ Intercoastal Plate for... length...	11	3	6
„ „ Brdth & Thickness...	12×7	12×7	12×7	„ Attached to outside plating with Angle...	11	3	6
„ No. of Side Stringers...	12×7	12×7	12×7	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ FRAMES, in After Body, No. and Spacing...	12×7	12×7	12×7	„ Intercoastal Plate for... length...	11	3	6
„ „ Brdth & Thickness...	12×7	12×7	12×7	„ Attached to outside plating with Angle...	11	3	6
„ No. of Side Stringers...	12×7	12×7	12×7	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6
„ Size of Angles or Tee Bars to Web Frames...	12×7	12×7	12×7	„ Intercoastal Plate for... length...	11	3	6
BRACKET PLATES to Stringers between...	12×7	12×7	12×7	„ Attached to outside plating with Angle...	11	3	6
Web Frames, Depth and Thickness...	12×7	12×7	12×7	„ Bulb or Intercoastal Plate for 3/4 length...	11	3	6

BULKHEADS. No. in Vessel four No. Reqd. by Rule four

	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
Ceiling betwixt Decks, thickness and material					
" in hold do. do. 3" y.p.					
Number of Breasthooks 2					
" Crutches 1 1/2 dup floors					

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

The FRAMES extend in one length from cen. line or margin to main R.R.O. 2 1/2 ft. Riveted through Plates with 3/4 in. Rivets, about 6 1/2" apart

The REVERSED ANGLE on floors and frames extend from cen. line (4 bilges in way of tanks) to main deck (or R.R.O.)

6" side stringers alternately, in after hold; 4" bilge stringers alternately, in main hold.

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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/8 in. diameter, averaging 4 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for length; with rivets in dia., averaging ins. from cr. to cr.

" " overlapped for whole length, treble riveted for half length; with rivets 1 1/8 in. dia., averaging 3 1/2 ins. from cr. to cr.

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

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for length; with rivets in dia., averaging ins. from cr. to cr.

" " overlapped for whole length, treble riveted for half length; with rivets 3/4 in. dia., averaging 2 1/2 ins. from cr. to cr.

Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Single or Double Butt Straps to Stringer Plate for length.

Butts of Inner Bottom Plating, double riveted for whole length. Butts of Centre Girder double riveted.

Breadth of edge laps of Shell Plating in double riveting 4 1/2. Breadth of edge laps of Shell Plating in single riveting 2 1/2.

Butt Straps of Shell Plating breadth and thickness. Butts, if Lapped, breadth of laps 9".

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & double.

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.? Trans. Rev. Trans. Stringer & Keelson angles: Hall's. Shell: Barrow. Clydeside; Conselt, Porthead.

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? very few

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

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.	RIVETING.
			At Partners.	Heel.	Hounds.	Head.			
Fore	steel	67' 3"	16"	13"	11 1/2"	6"	two	none	single lap. Treble & double.
LOWER MASTS...									
Main	steel	65' 0"	16"	14"	11"	6"	two	none	single lap. Treble & double.
Mizen none									

Bowsprit none

Topmasts, Yards and Remainder of Spars Pitch pine

Rigging, Material and Size, Shrouds Galvanized steel wire. Three shrouds 3" Stays 2" & 3"

Sails. One complete Suit of best canvas Sails, and the following spare sails

EQUIPMENT No. 10620 LETTER i ANCHORS.

Number of Certificate.	1st Bower	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.				lbs.		
13871	1st Bower	12	0	2	2	3	14	13	19	2	21	12	0	0	Groten's	Per. Henry Wood, Lepton 8 Sep. 1891 E.R.S.
13872	2nd "	12	0	4	2	3	14	13	19	2	21	12	0	0	Groten's	" " " " " " " "
13870	3rd "	10	1	14	2	3	0	12	6	2	7	10	1	0	Ordinary	" " " " " " " "
	Collective weight	34	1	10					34	1	28					
13869	Stream	4	0	3	1	0	12	6	10	0	0	4	0	0	Ordinary	" " " " " " " "
10770	Kedge	2	0	12	1	26	4	12	1	0	2	0	0	0	Ordinary	Henry Wood & Co. Chester 9 Sep. 1891 E.R.S.
	2nd Kedge	1	0	0					1	0	0	0	0	0	Ordinary	" " " " " " " "

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.		Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
				Tons.	Per Rule.								
5451	105	1 1/4	25.7	2.0	79	1.14	1.95 tons	Henry Wood & Co. Chester 8 Sep. 1891 E.R.S.	" " " " " " " "	TOWLINE*	2 1/2	8 1/2	7.5 tons 8 1/2
5454	90 3/4	1 1/4	25.7	2.0	67	1.25	1.36	" " " " " " " "	" " " " " " " "	Hawser	90	6 1/2	9.0 tons 6 1/2
	60	3"	18 tons				3.60 tons	" " " " " " " "	" " " " " " " "	" "	120	5"	
	60	3"					(3 1/2 tons)	" " " " " " " "	" " " " " " " "	" "	120	3 1/2	

Boats two Lifeboat 19' 0" x 6' 0" x 2' 4 1/2" Dingy 13' 0" x 5' 4 1/2" x 2' 2"

Pumps, Number three Diameter of Barrel and Tail Pipe 3" barrel 1 1/2" pipe

The Windlass is Clark Chapman & Co. Capstan good

Engine Room Skylights.—How constructed? Plates & angles above bridge deck

What arrangements for deadlights in bad weather? Mixed iron covers with bulls' eye lights in brass sashes

Coal Bunker Openings.—How constructed? 18 in. coverings of plates How are lids secured? large hooks, heavy iron Height above deck? 18" coverings to

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 5 Scuppers each side. Freeing ports: In well, two

each side 2' 0" x 1' 0". Aft two each side 2' 1" x 1' 6 1/2"

Cargo Hatchways.—How formed? 3/8 plates & angles. Coverings 3' 0" above dk. Hatches, if strong and efficient? yes 3" solid

State size No. 1 Hatch (Forward) 9' 2" x 9' 0" No. 2 Hatch 23' 10" x 12' 0" No. 3 Hatch 18' 11" x 12' 0" No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1. 1 fore & after 9 3/4" hatches. No. 2. 3 fore & afters

4 2 dup web beams. No. 3. 3 fore & afters 9 1 dup web beam.

Bulwarks, height above deck and description 6' 0" in well, 4' 6" on R.R.O. 2/30 plates Main Rail, material and size 6 x 3 1/2" bull angle 4 3 x 1" coping

The above is a correct description.

Builder's Signature, (here only.) W. H. Wainwright Surveyor's Signature, A. Newlyn Jones

WAINWRIGHT & WAINWRIGHT, LIMITED, Surveyors to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. _____ Date _____

Order for Ordinary Survey No. 218 Date 24 July 1891

No. 48 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 June 2, 8, 18, 27 July 2, 4, 7, 11, 21, 30

2nd. On the plating during the process of riveting Aug 1, 4, 24, 28, 31

3rd. When the beams were in and fastened, and before the decks were laid Sept 7, 11, 12, 18, 23, 28

4th. When the ship was complete, and before the plating was finally coated or cemented Oct 2, 9, 19, 20, 21, 26, 27, 28, 29

5th. After the ship was launched and equipped

Total No. of Visits 29

State dates and initials of letters respecting this case 31st Mar 1891 M. 21st Aug 1891 E. 26th Aug 1891 E

General Remarks (State quality of workmanship, &c.) This vessel has been constructed under special survey, in accordance with (except where the actual scantlings are in excess) the approved midship & longitudinal sections, deck plan & plan of pumping arrangements herewith returned, & the Secretary's letters of the above dates.

The Society's Rules have been complied with in all respects, the material has been tested as required, & the workmanship is good.

The certificates for the stem & keel bars, & for the stern frame accompany this report.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. or Break 91 ft., Bridge Dk. 47 1/2 ft., F'castle 53 1/2 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 deck iron 1 tier of beams

Official No. 96109; Signal Letters _____

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length 49' 6" and water capacity in tons 61 Double bottom, forward, length _____ and water capacity in tons _____

Double bottom, under engines and boilers, length _____ and water capacity in tons _____

Double bottom, constructed on the cellular system, length _____ and water capacity in tons _____

Fore peak tank, water capacity in tons 42 After peak tank, water capacity in tons 13

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

The above have _____ 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 23rd Oct 1891

In Summer 1 ft. 0 in.

In Winter 1 ft. 1 1/2 in.

For Winter in North Atlantic ft. ins.

Fresh Water above the centre of disc 3 ins.

To top of Wood, Iron or Steel Upper Deck. Iron deck at end

State if marked on Vessel's sides in accordance with Notice No. 572 yes one inch above deck at end

The amount of Entry Fee..... £ 2 : 0 : 0 is received by me, W. H. Wainwright

Special ... £ 23 : 11 : 0 11.11.1891

Certificate* £ _____

Travelling Expenses, if any £ _____

I am of opinion this Vessel should be Classed +100 A1 steel

Committee's Minute TUES. 10 NOV 1891

Character assigned 100 A1 Steel

+ Rmb 10/91

Larch

5205

15k iron

5205

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

It is submitted that this vessel appears eligible to be classed 100 A1. Steel as recommended 1 dk. iron pt. cell. d.b. particulars as above

14.11.91

Lloyd's Register Foundation