

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

IRON OR STEEL STEAMER.

THUR 5 NOV 1896
Received at London Office.

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

Date of completion of Report *31 October*

Date, First Survey *26 July 1894*

Port of *Falmouth*

Last Survey *26 Oct*

Rig *for reef sails*

Master *Levenna, just to take her out*

Year of appointment *(1) As master in service of owner of present vessel: 18
(2) As master of this vessel: 18*

Built at *Falmouth*

When built *1895-6* Launched *10 May 1895*

By whom built *James Pool Skinner & Williams*

Owners *James Pool Skinner & Williams*

Managers *(Where necessary to be entered in Reg. Book.)*

Residence *Falmouth*

Port belonging to *Falmouth*

ONE OR TWO DECKED VESSEL.

CLASS *A for River purposes only*

Half Breadth (moulded) *10.0*

Depth from upper part of Keel to top of Main Deck Bms. *6.0*

Girth of Half Midship Frame (as per Rule) *15.5*

1st Number *31.5*

Length *120*

2nd Number *3780*

Proportions—Breadths to Length *6*

Depths to Length—Main Deck to top of Keel *20*

Destined Voyage *Rio de Janeiro* If Surveyed while Building, Afloat, or in Dry Dock *Buildy & afloat*

No. 4036 Survey held at *Falmouth*
On the *Steel screw Barge "Anta"*
TONNAGE under Tonnage Deck *115.54*
Do. of Poop *5.39*
Do. of Raised Or. *17.38*
Do. of Bridge House *1.38.31*
Do. of Forecastle *27.14*
Do. of Houses on Deck *29.80*
Do. of Hatchways *2.76*
Do. of Room *78.61*
Do. of Space *100*
Do. of Crown of Room *29.80*
Do. of Room for Fees *29.80*
Do. of Engine Room *2.76*
Do. of Navigation Spaces *2.76*
Do. of Main Locker *2.76*
Register Tonnage *78.61*
as cut on Beam *100*

LENGTH on Deck as per Rule *120.0* Breadth—Moulded *20.0* DEPTH—Top of Floors to Main Deck Beams *5.2* Power of Engines *50 N.H.P.* No. of Decks with Flat laid *one* No. of Tiers of Beams *one* Dimensions of Ship per Register, Length, *121.0* breadth, *20.5* depth, *5.5* Moulded Depth, ft. *5* ins. *7* Round of Beam *5* inches.

| FRAMING. | | | | | | FORGINGS AND CASTINGS. | | | | | | Inches in Ship. | | Inches per Rule. Or as Approved. | |
|---|-----------------|-----------------|----------------|-----------------------|--------------------|--|-----------------|-----------------|----------------|-----------------------|--------------------|-----------------|-----------------------|----------------------------------|--------------------|
| | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as | Inches per Rule or | | | | | | | | | | |
| FRAME, Angles, \angle , \square or \square Bars, for $\frac{2}{3}$ length amidships | 3 | 2 1/2 | 5 | 3 | 2 1/2 | KEEL, <i>Flat</i> or Side Plates depth and thickness | 30 x 9/16 | 30 x 9/16 | | | | | | | |
| Do. for $\frac{1}{3}$ at each end | 3 | 3 | 7 | 3 | 3 | STEM, moulding and thickness | 6 x 1 1/4 | 6 x 1 1/4 | | | | | | | |
| Do. in way of Double Bottoms at Solid Floors | - | - | - | - | - | STERN-POST for Rudder do. do. | 6 x 1 1/4 | 6 x 1 1/4 | | | | | | | |
| " " at intermdt. Bkts. | - | - | - | - | - | " for Propeller | 3 1/2 | 3 1/2 | | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 18 | - | - | 18 | - | MAIN PIECE of Rudder, diameter at head | 2 | 2 | | | | | | | |
| VERSED FRAME, Angles | 2 1/2 | 2 1/2 | 5 | 2 1/2 | 2 1/2 | do. at heel | 2 | 2 | | | | | | | |
| STEP FRAMING, depth of girder | - | - | - | - | - | RUDDER, how constructed <i>Iron frame plated</i> | | | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{2}{3}$ length amidships | 10 | - | 7 | 10 | - | Can the Rudder be unshipped afloat? <i>Yes</i> | | | | | | | | | |
| in way of Engines and Boilers | 20 | - | 7 | 20 | - | KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as | Inches per Rule or | 16ths in Ship. | Inches per Rule Or as | 16ths in Ship. | Inches per Rule or |
| thickness at the ends of vessel | - | - | 7 | - | - | CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | 30 | 9 | 30 | 9 | | | | | |
| depth at $\frac{2}{3}$ the half breadth, as per Rule | 10 | - | 7 | 10 | - | " Rider Plate | - | - | - | - | | | | | |
| height extended at the Bilges | 10 | - | 7 | 10 | - | " Bulb Plate to Intercoastal Keelson | - | - | - | - | | | | | |
| BOARDS & BRACKETS, in <i>each</i> Dble Bottoms | 20 | - | 7 | 20 | - | " Horizontal Plates on Floors | - | - | - | - | | | | | |
| Distance apart | 18 | - | 7 | 18 | - | " Angles | 3 | 3 | 6 | 3 | 3 | 6 | | | |
| ENTRE GIRDER, in Double Bottom, depth and thickness <i>Intercoastal plate</i> | 10 | - | 7 | 10 | - | SIDE KEELSON, Angles | 3 | 3 | 6 | 3 | 3 | 6 | | | |
| Angles, Top | 3 | 3 | 7 | 3 | 3 | " Bulb or Plate above floors for lng. | - | - | 6 | - | - | 6 | | | |
| Bottom | 3 | 3 | 7 | 3 | 3 | " Intercoastal Plate for <i>whole</i> length | 2 1/2 | 2 1/2 | 6 | 2 1/2 | 2 1/2 | 6 | | | |
| SIDE GIRDERS, <i>wash plate in double bottom</i> | 2 1/2 | 2 1/2 | 5 | 2 1/2 | 2 1/2 | Attached to outside plating with Angle | - | - | - | - | - | - | | | |
| Angles | 2 1/2 | 2 1/2 | 5 | 2 1/2 | 2 1/2 | BILGE KEELSON, Angles | - | - | - | - | - | - | | | |
| MAIN PLATE, depth (exclusive of flange) and thickness <i>Top plate carried over</i> | - | - | - | - | - | " Bulb or Plate above floors for len. | - | - | - | - | - | - | | | |
| Angles | - | - | - | - | - | " Intercoastal Plate for length | - | - | - | - | - | - | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 4 | 3 | 7 | 4 | 3 | Attached to outside plating with Angle | - | - | - | - | - | - | | | |
| thickness in Engine and Boiler space | - | - | - | - | - | BILGE STRINGER Angles | - | - | - | - | - | - | | | |
| " " Remainder in Holds | - | - | - | - | - | " Bulb Plate for length | - | - | - | - | - | - | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 4 | 3 | 7 | 4 | 3 | " Intercoastal Plate for length | - | - | - | - | - | - | | | |
| Angles on Upper Edge <i>one</i> | 18 | - | 7 | 18 | - | Attached to outside plating with Angle | - | - | - | - | - | - | | | |
| Average space | - | - | - | - | - | SIDE STRINGER Angles | 3 | 3 | 6 | 3 | 3 | 6 | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | - | - | - | - | - | " Bulb or Intercoastal Plate for lng. | - | - | - | - | - | - | | | |
| Angles on Upper Edge | - | - | - | - | - | Attached to outside plating with Angle | - | - | - | - | - | - | | | |
| Average space | - | - | - | - | - | Main and Raised Quarter Deck Stringer Plate, breadth and thickness | 60 | 6 | 60 | 6 | | | | | |
| BEAMS, Hold, Plate or Tee Bulb | - | - | - | - | - | Angle on ditto | 3 x 3 | 8 | 3 x 3 | 8 | | | | | |
| Angles on Upper Edge | - | - | - | - | - | Tie Plates fore & aft, outside Hatchways | - | - | - | - | | | | | |
| Average space | - | - | - | - | - | Diagonal Tie Plates on Bms., No. of Pairs | - | - | - | - | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | - | - | - | - | - | Main Dk* <i>Iron</i> or Steel for <i>whole</i> lng. | - | - | 6 | - | - | 6 | | | |
| Angles on Upper Edge | - | - | - | - | - | R. Q. Dk* Iron or Steel for lng. | - | - | - | - | | - | | | |
| Average space | - | - | - | - | - | Wood Deck, Material & thickness | - | - | - | - | | - | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | - | - | - | - | - | Lower Deck Stringer Plate, breadth and thickness | - | - | - | - | | - | | | |
| Angles on Upper Edge | - | - | - | - | - | Angles on ditto, No. | - | - | - | - | | - | | | |
| Average space | - | - | - | - | - | Tie Plates, outside Hatchways | - | - | - | - | | - | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 4 1/2 | 3 | 6 | 4 1/2 | 3 | Deck* Material and thickness | - | - | - | - | | - | | | |
| Angles on Upper Edge <i>one</i> | 36 | - | - | 36 | - | Hold Stringer Plate | - | - | - | - | | - | | | |
| Average space | - | - | - | - | - | Angles on ditto, No. | - | - | - | - | | - | | | |
| PILLARS, In 'tween Decks, Size and Spacing | - | - | - | - | - | Poop Deck Stringer Plate, breadth & thickness | - | - | - | - | | - | | | |
| " " Hold | 2 1/2 | - | - | 2 1/2 | - | Angle on ditto | - | - | - | - | | - | | | |
| " " Quarter, 'tween Dks., | - | - | - | - | - | Tie Plates | - | - | - | - | | - | | | |
| " " in Hold | - | - | - | - | - | Deck, Material and thickness | - | - | - | - | | - | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | - | - | - | - | - | Bridge Deck Stringer Plate, brdth & thickness | - | - | - | - | | - | | | |
| " " " Brdth. & Thickness | - | - | - | - | - | Angle on ditto | - | - | - | - | | - | | | |
| " " No. of Side Stringers | - | - | - | - | - | Tie Plates | - | - | - | - | | - | | | |
| FRAMES, In E. & B. Space, No. & Spacing | - | - | - | - | - | Deck, Material and thickness | - | - | - | - | | - | | | |
| " " " Brdth. & Thickness | - | - | - | - | - | Forecastle Deck Stringer Plate, brdth & thickness | - | - | - | - | | - | | | |
| FRAMES, In After Body, No. and Spacing | - | - | - | - | - | Angle on ditto | - | - | - | - | | - | | | |
| " " " Brdth. & Thickness | - | - | - | - | - | Tie Plates | - | - | - | - | | - | | | |
| " " No. of Side Stringers | - | - | - | - | - | Deck, Material and thickness | - | - | - | - | | - | | | |
| " " Size of Angles or Tee Bars to Web Frames | - | - | - | - | - | Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i> | - | - | - | - | | - | | | |
| BRACKET PLATES to Stringers between Web Frames, Depth and Thickness | - | - | - | - | - | | | | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|---|-------------|------------|------------|------------|--------------------------|-------------------|-----------------|------------|---------------------------------------|-------------------|----------|------------|----------|------------------|-------|--|--|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | EDGES. | | | | BUTTS. | | | | | | | | | |
| | AMIDSHIP. | FORWARD. | AFT. | THICKNESS. | | Single or Double. | Breadth of Lap. | RIVETS. | Double or Treble and for what Length. | RIVETS. | STRAKES. | IF LAPPED. | | | | | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Thickness. | Thickness. | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | For what Length. | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting) | 30 | 9 | 9 | 9 | 30 | 9 | Double | 5 1/4 | 7/8 | 3 | Double | 1 1/8 | 3 | 16 1/2 | 10 | | | | |
| GARBOARD OR A STRAKE | 46 | 7 | 6 | 6 | 7 | 7 | Double | 5 1/4 | 7/8 | 3 | Double | 3/4 | 2 7/8 | 9 1/4 | 8 1/2 | | | | |
| State actual thickness in way of Double Bottom. | B | 58 | 7 | 6 | 6 | 7 | " | 5 1/4 | 7/8 | 3 | " | 3/4 | 2 7/8 | 9 1/4 | 8 1/2 | | | | |
| C | 59 | 7 | 6 | 6 | 7 | 7 | " | 5 1/4 | 7/8 | 3 | " | 3/4 | 2 7/8 | 9 1/4 | 8 1/2 | | | | |
| D | 54 | 6 | 5 | 5 | 7 | 7 | Single | 2 1/2 | 3/4 | 3 | " | 3/4 | 2 7/8 | 9 1/4 | 8 1/2 | | | | |
| thru E | 55 | 9 | 7 | 7 | 30 | 7 | Double | 4 1/2 | 3/4 | " | " | " | " | 7 1/2 | 6 | | | | |
| F | | | | | | | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | | | | | | | |
| J | | | | | | | | | | | | | | | | | | | |
| K | | | | | | | | | | | | | | | | | | | |
| L | | | | | | | | | | | | | | | | | | | |
| M | | | | | | | | | | | | | | | | | | | |
| N | | | | | | | | | | | | | | | | | | | |
| O | | | | | | | | | | | | | | | | | | | |
| P | | | | | | | | | | | | | | | | | | | |
| DOUBLING OF Flat Plate Keel | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Bilges | | | | | | | | | | | | | | | | | | | |
| of Sheerstrakes | | | | | | | | | | | | | | | | | | | |
| of Strake below | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | | | | | | | | | | | | | | | | | | | |

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.?

Lloyds debridge steel works and 7/8
Lanarkshire steel works, Motherwell

FRAMES extend in one length from *centre line* to *deck stringer plate*

REVERSED FRAMES on floors and frames extend from *angle from side stringer to angle from side stringer*

MASTS, SPARS, &c.

| LOWER MASTS | Fore | Main | Mizen | Material. | Total length. | DIAMETER AND THICKNESS. | | | No. of Plates in round. | ANGLES. | | RIVETING. |
|-------------|------|------|-------|-----------|---------------|-------------------------|-------|-------|-------------------------|---------|-------|-----------|
| | | | | | | At Partners. | Heel. | Head. | | Number. | Size. | |
| Fore | Wood | 57.0 | 13 | 11 1/2 | 11 | | | | | | | |
| Main | Wood | 28.0 | 8 | | 7 | | | | | | | |
| Mizen | Wood | | | | | | | | | | | |

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds *Wire*

Sails, *Full* Suit of fore & aft. Stays *Wire*

Sails and the following spare sails

EQUIPMENT No. 3780 LETTER TONNAGE FOR TRAWLERS U.D.K. ANCHORS.

| Number of Certificate. | Anchors. | WEIGHT, EX STOCK | | | WEIGHT OF STOCK | | | TEST, PER CERTIFICATE | | | WEIGHT REG. BY RULE | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|------------------|------|------|-----------------|------|------|-----------------------|-------|------|---------------------|-------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | |
| 27400 | 1st Bower | 7 | 0 | 11 | clockless | 9 | 4 | 0 | 21 | 4 | 5 | 1 | 0 | clockless | | |
| 27399 | 2nd " | 7 | 1 | 21 | " | 9 | 11 | 2 | 7 | 6 | 5 | 1 | 0 | " | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective weight | 14 | 2 | 4 | | | | | | 12 | 0 | 2 | 0 | | | |
| | Stream | 2 | 1 | 2 | | 4 | 7 | | | 1 | 2 | 1 | 0 | | | |
| | Kedge | 3 | 0 | 1 | | 2 | 17 | 0 | | 3 | 2 | 0 | | | | |
| | 2nd Kedge | | | | | | | | | | | | | | | |

CHAIN CABLES.

| 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. |
|------------------------|----------|-------|----------------------|-----------|-----------------------|-------------|----------------------------|--------------|-------------------|--|
| | | | Tons. | Per Rule. | Supplied. | Per Rule. | | | | |
| 26498 | 90 | 7/8 | 20.2.3 | 36.3.24 | 34.2.7 | 120 x 1 1/2 | stud | | | |
| 26497 | 90 | 7/8 | 20.12.2 | 33.1.0 | 34.2.7 | 120 x 1 1/2 | stud | | | |
| | 180 | | | | | | | | | |
| Iron Wire | 90 | 2 1/2 | | | | 45 - 2 | | | | |

HAWSERS AND WARPS.

| Number of Certificate. | Fathoms. | Size. | TEST PER CERTIFICATE | | Fathoms and Size Per Rule. | Description. | Makers of Cables. | When and where tested, and Superintendent. |
|------------------------|----------|-------|----------------------|-----------|----------------------------|--------------|-------------------|--|
| | | | Tons. | Per Rule. | | | | |
| 26498 | 90 | 7/8 | 20.2.3 | 36.3.24 | 34.2.7 | 120 x 1 1/2 | stud | |
| 26497 | 90 | 7/8 | 20.12.2 | 33.1.0 | 34.2.7 | 120 x 1 1/2 | stud | |
| | 180 | | | | | | | |
| Iron Wire | 90 | 2 1/2 | | | | 45 - 2 | | |

Boats *Two*

Pumps, Number *Two*

Windlass is *Iron*

Engine Room Skylights, How constructed? *Iron Coamings Leak top*

What arrangements for deadlights in bad weather? *Fuller eyes*

Coal Bunker Openings, How constructed? *Iron plate* How are lids secured? *hotted*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *flush from stern to stern*

Ceiling in Holds, thickness and material *2 1/2 inch pine & P. Pine* Ceiling 'tween Decks, thickness and material

Cargo Hatchways, How formed? *Plates & angle*

State size No. 1 Hatch (Forward) *60 ft* No. 2 Hatch No. 3 Hatch No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *2 deep full plate & 8 T shippers have one fore register*

No. of Breasthooks *two* No. of Crutches *two*

Railways, height above deck and description *off only 3.0 steel* Main Rail, material and size *half round iron*

The above is a correct description

Builder's Signature (here only) *Good Skinner William* Surveyor's Signature *J. H. Landry*

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 connected with the case) 29 June 1894

10 July, 28 July, 8th August, 29 January 1895

Workmanship. Are the butts of plating planed or otherwise fitted? *chipped*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

to plate, &c., conform well to each other? *Yes*

from the facing surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate Are the rivet holes well and sufficiently countersunk in the plate and punched Do any rivets break into or through the seams or butts of the plating? *No*

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

General Remarks (State quality of workmanship, &c.) *Good*

This vessel is well built in excess to Rules and completed as stated on the approved tracing, the deck, waterway and collision bulkhead tested by water as required by the Rules and found very satisfactory, I am of opinion the vessel is suitable to class A steel Barge for River purposes only, and hope recorded in the Register Book after the fee is paid

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *ft.*, R.Q.D. or Break *ft.*, Bridge Dk. *ft.*, F'castle *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) *one steel deck*

Official No. *105105*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

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

| Where fitted. | Length. Feet. | Water Capacity. Tons. | Where fitted. | Length. Feet. | Water Capacity. Tons. |
|---|---------------|-----------------------|-------------------------|---------------|-----------------------|
| Double bottom, aft, | | | Fore peak tank, | | |
| Double bottom, forward, | 13.0 | 10 | After peak tank, | | |
| Double bottom, under Engines and Boilers, | 21.0 | 6 | 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. 139 Date *25/7/94*

Order for Ordinary Survey No. Date

No. *46* 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. *24, 27, 31, Nov 5, 12, Dec 6, 13, 22, Jan 7/95, 22, 30*

3rd. When the beams were in, and fastened and before the decks were laid. *Feb 5, 11, 14, 21, Mar 2, 14, 16, 29, May 20, June 4*

4th. When the ship was complete, and before the plating was finally coated or cemented. *August 2, Sept 1894, 10, October 26*

5th. After the ship was launched and equipped

Total No. of Visits *52*

The amount of Entry Fee £ *1 : 0 : 0* Fees applied for, *30 Oct 1894*

Special £ *7 : 0 : 0* *Low 20/10/94 21/10/97*

Certificate £ *18*

Travelling Expenses, if any £ *See Trial Raid*

I am of opinion this Vessel should be Classed *A for River purposes only*

With, or without Freeboard, as condition of Class

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

Committee's Minute

Character assigned *AI Steel*

La + CP for River purposes only

Water Subc Boiler - Expt.

15th Sep

J. H. Landry

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