

3 Decks.

IRON OR STEEL STEAMER.

(Received at London Office)

MON 10 NOV 1890

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

Date of completion of report 22nd Oct. 1890 Port of Glasgow

Date, First Survey 7th Aug 1889 Last Survey 20th Oct 1890

Survey held at Whiteinch
On the "Dourne Castle"

Rig Schooner

Tonnage under THREE DECKED VESSEL.

Tonnage Deck... 2676.36
between Tonnage Dk. 1014.55
and 3rd and 4th Dk. 3688.51

under Upper Bk. 3688.51

Poop 54.30

of Bridge House 299.72

of Houses on Dk. 3.18

of excess of Hatchways 3.18

of Forecastle 4045.71

Gross Tonnage 125.26

Less Crew Space 3920.45

Less Navigation Spaces 1294.63

Less Engine Room 1307.81

Register Tonnage 2612.64

as cut on Beam 2612.64

CLASS 100 A 1

Half Breadth (moulded) 21.50

Depth from upper part of Keel to top of Upper Deck Beams 31.83

Girth of Half Midship Frame (as per Rule) 48.71

deduct 7 feet 7.00

1st Number 95.04

Length 394.3

2nd Number 374.74

Proportions Breadth to Length 9.17

Depth to Length - Upper Deck to top of Keel 12.38

Main Deck ditto 15.88

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

Master W.W. Pierce

Year of appointment (1) As Master in service of owner of present vessel: 1882

Built at Whiteinch

When built 1890 Launched 4 August 1890

By whom built Barclay Curle & Co

Owners Castle Mail Packet Co (Lim)

Managers Donald Currie & Co

Residence Finchchurch St London E.C.

Port belonging to London

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
as per Rule	394	4	Moulded	43	0	top of Floor to Upper Deck Beams	28	5	Engines		3
						Do. do. Main Deck Beams	20	11			3

Dimensions of Ship per Register, Length 394.0 breadth 43.2 depth 20.85 Moulded depth, ft. 31 / ins. 0 9/16 To Upper Dk. Round up of Beam, Upper Dk. 10 ins.

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates, depth and thickness	11 x 3 1/4	10 x 3 1/4
KEEL, moulding and thickness	11 x 3	11 x 3
KEEL-POST for Rudder do. do.	11 x 7	11 x 7
" for Propeller	11 x 7	11 x 7
MAIN-PIECE of Rudder, diameter at head	9 1/2	9 1/2
" do. at heel	4 1/4	4 1/4
RUDDER, how constructed wrought iron frame		
Can the Rudder be unshipped afloat? Yes.		

FRAMING.

	Inches in Ship.	Inches per Rule.
FRAME, Angles, or Bars for 1/2 length amidships	5 1/2 3 1/2 9	5 1/2 3 1/2 9
Do. 1/2 at each end	5 1/2 3 1/2 8	5 1/2 3 1/2 8
Do. in way of Double Bottoms	3 1/2 3 1/2 9	3 1/2 3 1/2 9
Distance of Frames from moulding edge to moulding edge, all fore and aft	25	25
REVERSED FRAME Angles	4 3 1/2 8	4 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		
" in way of Engines and Boilers		
" thickness at the ends of vessel		
" depth at 1/2 the half breadth, as per Rule		
" height extended at the Bilges		
FLOORS & BRACKETS in Cell Dble Bottoms	4 1/2 7 4 1/2 7	4 1/2 7 4 1/2 7
" Distance apart	25	25
CENTRE GIRDER, in Dbl Btm, depth & thickness	4 1/2 10 4 1/2 10	4 1/2 10 4 1/2 10
" Angles, Top 4 x 4 x 9/16 Bottom		
SIDE GIRDERS, number and thickness	3 1/2 3 1/2 8	3 1/2 3 1/2 8
" Angles	3 1/2 3 1/2 8	3 1/2 3 1/2 8
MARGIN PLATE, dpth (excl. of flange) & thickness	2 1/2 8 30	2 1/2 8 30
" Angles	4 4 8 4 4 8	4 4 8 4 4 8
LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake	58 10.9 58 10.9	58 10.9 58 10.9
" in Engine and Boiler space	9	9
" Remainder in Holds	8	8
BEAMS, Upper Deck, Single Angle, Bulb	10 9 10 9	10 9 10 9
" Angle, Plate on Tee Bulb		
" Angles on upper edge	3 1/2 3 7 3 1/2 3 7	3 1/2 3 7 3 1/2 3 7
" Average space	50	50
BEAMS, Middle Deck, Single Angle, Bulb	11 1/2 10 11 1/2 10	11 1/2 10 11 1/2 10
" Angle, Plate on Tee Bulb		
" Angles on upper edge	3 1/2 3 8 3 1/2 3 8	3 1/2 3 8 3 1/2 3 8
" Average space	50	50
BEAMS, Lower Deck, Single Angle, Bulb	11 1/2 10 11 1/2 10	11 1/2 10 11 1/2 10
" Angle, Plate on Tee Bulb		
" Angles on upper edge	3 1/2 3 8 3 1/2 3 8	3 1/2 3 8 3 1/2 3 8
" Average space	50	50
BEAMS, Hold, or Orlop, Plate on Tee Bulb		
" Angles on upper edge		
" Average space		
BEAMS, Poop and Bridge Deck, Angle, Bulb	7 1/2 3 9 7 1/2 3 9	7 1/2 3 9 7 1/2 3 9
" Angle, Plate on Tee Bulb		
" Angles on upper edge		
" Average space	50	50
BEAMS, Forecastle Deck, Angle, Bulb	8 3 11 8 3 11	8 3 11 8 3 11
" Angle, Plate on Tee Bulb		
" Angles on upper edge		
" Average space	50	50
LARS, In 'tween Decks, Size and Spacing	2 1/2 50 2 1/2 50	2 1/2 50 2 1/2 50
" Hold	3 1/4 50 3 1/4 50	3 1/4 50 3 1/4 50
WEB FRAMES, In Fore Body, No. and spacing	10 24 ft. 10 24 ft.	10 24 ft. 10 24 ft.
" Brdth. & Thickness	10 9 10 9	10 9 10 9
No. of Side Stringers	9 3	9 3
WEB FRAMES, In After Body, No. and spacing	10 24 ft. 10 24 ft.	10 24 ft. 10 24 ft.
" Brdth. & Thickness	10 9 10 9	10 9 10 9
No. of Side Stringers	9 3	9 3
Size of Angles or Tee Bars to Web Frames	4 x 3 1/2 x 9/16 4 x 3 1/2 x 9/16	4 x 3 1/2 x 9/16 4 x 3 1/2 x 9/16
CKET PLATES to Stringers between	3 1/2 x 3 1/2 x 9/16 3 1/2 x 3 1/2 x 9/16	3 1/2 x 3 1/2 x 9/16 3 1/2 x 3 1/2 x 9/16
Frames, Depth and Thickness	18 9 18 9	18 9 18 9

KEELSONS & STRINGERS.

	Inches in Ship.	Inches per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate		
" Rider Plate		
" Bulb Plate to Intercostal Keelson		
" Horizontal Plates on Floors		
" Angles		
SIDE KEELSON, Angles		
" Bulb or Plate above floors, for length		
" Intercostal Plate, for length		
" Attached to outside Plating with Angle		
BILGE KEELSON, Angles		
" Bulb or Plate above floors, for length		
" Intercostal Plate for length		
" Attached to outside Plating with Angle		
BILGE STRINGER Angles	6 1/2 4 1/2 10 16 1/2 4 1/2 10	6 1/2 4 1/2 10 16 1/2 4 1/2 10
" Bulb Plate for length		
" Intercostal Plate for length	3 1/2 2 1/2 8 2 1/2 2 1/2 8	3 1/2 2 1/2 8 2 1/2 2 1/2 8
" Attached to outside Plating with Angle	6 1/2 4 1/2 10 6 1/2 4 1/2 10	6 1/2 4 1/2 10 6 1/2 4 1/2 10
SIDE STRINGER Angles	3 1/2 2 1/2 8 2 1/2 2 1/2 8	3 1/2 2 1/2 8 2 1/2 2 1/2 8
" Bulb or Intercostal Plate for whole lng.		
" Attached to outside Plating with Angle	56 12 56 12	56 12 56 12
Upper Deck Stringer Plate, on ends of Beams, breadth and thickness	4 x 4 x 9/16 4 x 4 x 9/16	4 x 4 x 9/16 4 x 4 x 9/16
" Angle on ditto		
" Tie Plates fore and aft, outside Hatchways		
" Flat of Dk. * Iron or Steel, for whole lng.	3 8 3 8	3 8 3 8
" Wood * Oak Material & thickness	3 3 3 3	3 3 3 3
" How fastened to Beams Riveted		
Middle Deck Stringer Plate, br'dth & thickness	55 9 55 9	55 9 55 9
" Angles on ditto, No. 2	4 x 4 x 7/16 4 x 4 x 7/16	4 x 4 x 7/16 4 x 4 x 7/16
" Tie Plates outside Hatchways		
" Diagonal Tie Plates on Dms, No. of pce.		
" Flat of Dk. * Iron or Steel, for whole lng.	3 8 3 8	3 8 3 8
" Wood * Oak Material & thickness	3 3 3 3	3 3 3 3
" How fastened to Beams Riveted		
Lower Deck Stringer Plate, br'dth & thickness	56 9 56 9	56 9 56 9
" Angles on ditto, No. 2	4 x 4 x 7/16 4 x 4 x 7/16	4 x 4 x 7/16 4 x 4 x 7/16
" Tie Plates, outside Hatchways	19 9 19 9	19 9 19 9
" Flat of Deck * Material and thickness	19 9 19 9	19 9 19 9
" How fastened to Beams Riveted		
Hold or Orlop Stringer Plate, br'dth & thickness		
" Angle on ditto, No.		
" Tie Plates outside Hatchways		
" Flat of Deck * Material and thickness		
" How fastened to Beams		
Poop Deck Stringer Plate, breadth & thickness	30 7 30 7	30 7 30 7
" Angle on ditto	3 x 3 x 9/16 3 x 3 x 9/16	3 x 3 x 9/16 3 x 3 x 9/16
" Tie Plates	15 7 15 7	15 7 15 7
" Flat of Deck, Material and thickness	15 7 15 7	15 7 15 7
Bridge Deck Stringer Plate, breadth & thickness	45 10 45 10	45 10 45 10
" Angle on ditto	3 x 3 x 9/16 3 x 3 x 9/16	3 x 3 x 9/16 3 x 3 x 9/16
" Tie Plates	15 7 15 7	15 7 15 7
" Flat of Deck, Material and thickness	15 7 15 7	15 7 15 7
Forecastle Deck Stringer Plate, br'dth & thickness	30 7 30 7	30 7 30 7
" Angle on ditto	3 x 3 x 9/16 3 x 3 x 9/16	3 x 3 x 9/16 3 x 3 x 9/16
" Tie Plates	15 7 15 7	15 7 15 7
" Flat of Deck, Material and thickness	15 7 15 7	15 7 15 7
PLATING.		
PLATE PLATE KEEL, breadth and thickness		
" Biting or inc. thickness & len. appld.		
PLATES in Garboard Strakes, br'dth & thickness	47 14 47 14	47 14 47 14
" from Garboard to lower part of Bilges	13 11 13 11	13 11 13 11
" State Thickness of Plating in way of Double Bottom.		
" Bilges, number of Strakes and thickness	13 14 13 14	13 14 13 14
" Of doubling at Bilge, or increased thickness, and length applied		
" from up. prt. of Bilge to lr. edge of Sh'rstrake	12 13 14 12 13 14	12 13 14 12 13 14
Sheerstrake, breadth and thickness	14 14 14 14	14 14 14 14
" Of d'bling at Sh'stk. & length appl.	3 1/4 38 3 1/4 38	3 1/4 38 3 1/4 38
Poop Sides	7 10 7 10	7 10 7 10
Bridge do.	7 10 7 10	7 10 7 10
Forecastle do.	7 10 7 10	7 10 7 10
Lengths of Plating	7 frame spaces	7 frame spaces

10267 gcs

BULKHEADS.		No. in Vessel	8	No. Req'd. by Rule	6
Thickness	Angles.	Spacing.	Height up.	Sngl or Dble. Frames	
Ceiling betwixt Decks, thickness and material <i>W. Pine 2</i>					
" in hold do. <i>do. P. Pine 2 1/2</i>					
W. T. BULKHEADS	<i>2 20 20</i>	Vrtcl. <i>5/8 x 3/4 x 3/4 30</i>	<i>7 1/2 up to 1 to</i>	<i>Double</i>	
		Hrztcl. <i>5/8 x 3/4 x 3/4 40</i>	<i>deck main dk</i>		
Number of Breasthooks <i>8</i>	PARTITION <i>9/16</i>	Vrtcl. <i>3/4 x 2 1/2 x 7/8 30</i>	<i>to main deck</i>		
" Crutches <i>deep floors</i>	LONGITUDINAL <i>none</i>	Hrztcl. <i>none</i>			
		Vrtcl. <i>✓</i>			

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

The FRAMES extend in one length from *keel to margin plate and thence to upper dk* Riveted through plates with *7/8* in. Rivets, about *6 1/2* apart.
The REVERSED ANGLE on floors and frames from *centre line to margin plate and thence to upper dk on every frame in every border space*
and abate after peak bulkhead elsewhere alternate runways only to upper dk and alternate runways to fore and after decks.

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 1/4* in. diameter, averaging *6 1/4* ins. from centre to centre.
Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* 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 *whole* length; with rivets *1 1/8* in. dia., averaging *3 1/2* ins. from cr. to cr.
" " " overlapped for *length*, treble riveted for *length*, with rivets *in dia.*, averaging *ins. from cr. to cr.*
Butts of *all* Strakes at Bilge for *whole* length, treble riveted with Butt Straps *4/20 2/20* thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets *1 1/8* in. diameter, averaging *4 1/2* ins. from centre to centre.
Butts from Bilge to Sheerstrake, worked carvel, treble *or double* riveted; treble for *whole* length; with rivets *1 1/8* in. dia., averaging *3 1/2* ins. from cr. to cr.
" " " overlapped for *length*, treble riveted for *length*, with rivets *in dia.*, averaging *ins. from cr. to cr.*
Edges of Sheerstrake, double riveted.
Butts of Middle Deck Stringer Plate, treble riveted for *whole* length and ships. Butts of Upper Deck Stringer Plate, treble riveted for *whole* length.
" " " Single or Double Straps for *length* and ships. " " " Single or Double Straps for *length*
Butts of Inner Bottom Plating *double* riveted for *whole* length. Butts of Centre Girder *lapped and treble* riveted.
Breadth of edge laps of Shell Plating in double riveting *5 1/4 6*. Breadth of edge laps of Shell Plating in single riveting *✓*
Butt Straps of Shell Plating, breadth and thickness *19 x 19 10 16 1/4 x 10 16 1/4 x 7/8* Butts if Lapped, breadth of laps *✓*
Butt Straps of Keelsons, Stringer and Tie Plates, treble *or double* riveted.

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.? *Plates: Dalzell & Clydebridge. Angles, bulbs & bulb angles: Dalzell. Iron: Stockton & Co.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*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? *A few only at the bulk*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.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	<i>Steel</i>	<i>90</i>	<i>28 x 7/10</i>	<i>22 x 7/10</i>	<i>23 x 7/10</i>	<i>2</i>	<i>3</i>	<i>3/4 x 3/4 x 7/8</i>	<i>single</i>	<i>treble</i>
	Main	<i>Steel</i>	<i>79 1/2</i>	<i>25 x 7/10</i>	<i>22 x 7/10</i>	<i>21 x 7/10</i>	<i>3</i>	<i>✓</i>	<i>✓</i>	<i>single</i>	<i>treble</i>
	Mizzen										

Bowsprit *✓*

Topmasts, Yards and Remainder of Spars

*Pole masts. See approved plan.*Rigging, Material and Size, Shrouds *5 Shrouds to each mast each 4 1/2 steel wire* Stays *4 1/4 steel wire*Sails. *one* Suit of *4* " " " Sails, and the following spare sails *✓*EQUIPMENT No. 43151 - LETTER *20*

ANCHORS.

Number of Certificate.		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PR RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	Cwts.	qrs.	lbs.			
12529	1st Bower ..	48	0	0	6	0	0	41	2	2	41	2	0	<i>Martins (Commercial pattern) Rodgers</i>	<i>Wright Bros.</i>	19.5.90
12530	2nd " ..	48	0	0	6	0	0	41	2	2	41	2	0			19.5.90
12224	3rd " ..	42	0	0	10	0	14	37	2	2	41	2	0			23.1.90
12223	4th " ..	35	1	14	9	0	14	32	13	0	35	1	0			23.1.90
	Collective weight	173	1	14				159	3	0				<i>Ordinary</i>	<i>H. P. Parker</i>	
12192	Stream	12	3	18	3	0	6	14	15	0	12	3	0			17.1.90
12190	Kedge	6	2	0	1	2	10	8	15	0	6	2	0			17.1.90
12174	2nd Kedge ..	3	1	0	0	3	7	5	14	1	3	1	0			15.1.90

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & size Per Rule.	
10458	150	2 1/8	113 3/4	81 1/4	334-0-17	300-2 1/8	Stud link	27-11-89	Towline* Hawser Steel wire Hemp 90 each of 746	100	4	90-3 1/2	
10459	150	2 1/8	113 3/4	81 1/4	331-0-22		H.P. Parker & Co.	27-11-89		90	3	90-3	
Iron Steam Chain (as Steel Wire...)													
Towline # steel wire													
	90	1 3/8	38 1/2	25 3/8	64-2-26	90-1 3/8	-	11-12-89		90	8		
	120	4 1/2	39		120-4 1/2								

Boats *6 life boats and 2 cutters.*Pumps, Number *25 hand pumps and steam suction*Diameter of Barrel and Tail Pipe *5" barrel. 2 1/2" tail pipe*The Windlass is *Kahiers patent*Capstan *✓*Engine Room Skylights.—How constructed? *Iron casings. Leak over.*What arrangements for deadlights in bad weather? *Glass panes protected with brass rods*Coal Bunker Openings.—How constructed? *Trunks from side ports* How are lids secured? *Hinged lids.*Height above deck? *✓*Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Fore deck. 3 ports. 35 x 23. & 3 scuppers on each side**After deck. 3 ports each 35 x 20 and 3 scuppers on each side*Cargo Hatchways.—How formed? *Iron coamings and head ledges.*Hatches, If strong and efficient? *Yes. Solid 3.*State size No. 1 Hatch (Forward) *16' 4" x 12' 2"* No. 2 Hatch *23' 0" x 14' 3"* No. 3 Hatch *18' 4" x 14' 3"* No. 4 Hatch *22' 4" x 12' 0"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

*One web plate and three fore and afters**to No. 1. 3 & 4 hatchways. Two web plates and three fore and afters to No. 2 hatchway*Bulkheads, height above deck and description *Bulkhead from 5/16" 57 high.*Main Rail, material and size *12" x 3"*

The above is a correct description.

Builder's Signature (here only) *For Barclay, Curle & Co. Ltd.*Surveyor's Signature, *L. H. H. H.*

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

10267 gcs

Order for Special Survey No. 2290
Date 13 April 1889
Order for Ordinary Survey No. ☒
Date ☒
No. 362 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 } 1889: - Aug. 7, 9, 16, 21, 28. Sept. 4, 6, 9, 12, 16, 18, 25, 30. Oct. 7, 10, 14, 16,
2nd. On the plating during the process of riveting } 21, 24. Nov. 4, 7, 11, 13, 18, 25, 28. Dec. 4, 9, 12, 16, 23, 26, 30. 1890: - Jan. 8,
3rd. When the beams were in and fastened and before the decks were laid } 13, 16, 20, 23, 27, 29. Feb. 3, 6, 12, 18, 20, 24, 27. Mar. 3, 12, 20, 24, 26, 31. Apr. 3, 9, 16,
4th. When the ship was complete, and before the plating was finally coated or cemented } 21, 23, 25, 28, 30. May 5, 8, 12, 13, 15, 19, 22, 26, 29. Jun. 2, 5, 9, 15, 23, 26. July 2,
5th. After the ship was launched and equipped } 7, 10, 14, 17, 30. Aug. 11, 18, 20, 27, 30. Sept. 1, 3, 4, 5, 6, 10, 15, 18. Total No. of Visits ~~100~~ 102
22, 24. Oct. 13, 17, 20. Nov. 1, 6.

State dates and initials of letters respecting this case 4/4/89 29/8/89 11/11/89 13/1/90 18/1/90 2/4/90

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

This is a steel screw steamer with a top-sallant fore-castle, bridge house and poop. She has been built in accordance with the approved plans attached hereto and with the Rules generally.

The several compartments of the cellular double bottom have been tested with water pressure as required by the Rules and found watertight.

The materials and workmanship are good.

This vessel is fitted throughout with the Electric Light by Siemens Bros. of London on the single wire system, except in way of compasses where the double wire system is adopted. The material, arrangements, and workmanship appear to me to be satisfactory.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33 ft., R.Q D. or Break ☒ ft., Bridge Dk. 96½ ft., F'castle 46½ ft.

(in feet and tenths) where the Poop is joined to the B.D., this should be distinctly stated NB. The total length of poop is 66½ ft. of which 33 ft. is closed in at sides and 33½ is partly open at sides. Total length of bridge is 134 ft. of which 96½ ft. are closed in at sides.

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) Upper dk. ¾" steel sheathed with ¾" teak. Main deck ¾" steel sheathed with ¾" teak.

Official No. 96174; Signal Letters Bridge Deck 4/16 iron with 2½" teak sheathing.

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 305 ft. and water capacity in tons 621.

Fore peak tank, water capacity in tons ☒. After peak tank, water capacity in tons ☒.

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 Paint and cement Outside Paint and tallow

FREEBOARD assigned by the Committee, as per Secretary's

Letter dated 22nd Oct. 1890

In Summer 7 ft. 2½ ins.

In Winter 7 ft. 8 ins.

For Winter in North Atlantic 8 ft. 1½ ins.

Fresh Water above the centre of disc 6 ins.

To top of Wood, Iron or Steel Upper Deck.

Statutory deck line.

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

Accompanying Verification Form

The amount of Entry Fee £ 5 : : is received by me, (Signature)

Damage Special £ 123 : : 23/10/1890
do Certificate £ 3 : : 16/10/90

* Certificate to be sent to

Glasgow

Travelling Expenses, if any £ : : +

I am of opinion this Vessel should be Classed

100 A. 1" steel
3 Dks. (upper & main dks 8½" - 10½")

J. Shearles, J. Thomson
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

+ Lmb 11/90
Lacp

100A1 Steel

3 dks 2½" 108

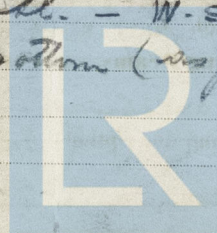
Record freeboard

It is submitted that this vessel appears eligible to be classed 100 A1 (Steel) as recommended.

3 dks. (2 dks. - W.S.)

Cell. double bottom (as per above particulars)

Elec. Light.



Lloyd's Register
Foundation

10267 gcs