~~1 or~~ 2 Decks. ~~IRON OR~~ STEEL STEAMER.

Received at London Office FEB 2 — 10060

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

Date of completion of Report 1st October 1890. Port of Greenock

No. 10060 Survey held at Port Glasgow Date, First Survey 6th February 1890 Last Survey 29th September 1890.

of the Twin Screw Steamer "Satellite" Rig Schooner 2 Masts.

Σ under ge Deck...	1346.87
~~Cap~~	
~~Raised Qr. Deck~~..	
~~Bridge House~~	
Houses on Deck	62.95
Do. of excess of Hatchways	2.32
~~Do. of Forecastle~~	
~~Do. above Crown of Engine Room~~ ..	
Gross Tonnage	1412.14
Less Crew Space	58.09
~~Less above Crown of Engine Room~~ ..	
NAGE FOR FEES ..	1354.05
s Engine Room	451.89
s Navigation Spaces	9.74
gister Tonnage	892.42
s cut on Beam ..	

~~ONE OR~~ TWO DECKED VESSEL.

CLASS ✠100 A.1.

	FEET.
Half Breadth (*moulded*)	16.92
Depth *from upper part of Keel to top of Main Deck Bms.*	20.37
Girth *of Half Midship Frame (as per Rule)*	34.25
1st Number	71.54
Length	258.58
2nd Number	18498.81
Proportions—*Breadths to Length*	7.64
Depths to Length—Main Deck to top of Keel	12.69

Master D. M. Dagg.

Year of appointment { (1) *As master in service of owner of present vessel* :—18 88 (2) *As master of this vessel* 18 90

Built at Port Glasgow.

When built 1890 Launched 20th Aug. 1890

By whom built Messrs Blackwood & Gordon.

Owner { Companhia Estradas de Ferro e Navegação do Norte do Brazil.

~~Managers~~

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

Residence Rio de Janeiro

Port belonging to Rio de Janeiro

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

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	Power of Engines	Horse.	
GTH on Deck per Rule.....	258	7	**BREADTH**— Moulded.....	33	10	**DEPTH**— Top of Floors to Main Deck Beams.	18	6½		200	No. of Decks with Flat laid 2 / No. of Tiers of Beams 2

Dimensions of Ship per Register, Length, 259.75' breadth, 34.0' depth, 18.5'. Moulded Depth, ft. 19 ins. 8. Round of Beam 8¾ inches.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
~~Keel, Bar or Side Plates depth and thickness~~		
PE moulding and thickness	8½ + 2½	8½ + 2½
N-POST for Rudder do. do.	8¾ + 2½	8½ + 2½
~~for Propeller~~		
IN PIECE of Rudder, diameter at head	6½	6½
do. at heel	3¼	3¼

DER, how constructed Lower part steel casting, upper part steel forging

n the Rudder be unshipped afloat? Yes

FRAMING.

	Inches in Ship	Inches in Ship	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	~~16ths or~~ 20ths per Rule ved.
FRAME, Angles, ~~or T Bars~~, for ⅗ length amidships	4½	3	8	4½	3	8
Do. for ⅕ at each end	4½	3	7	4½	3	7
~~Do. in way of Double Bottoms~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	–	–	24	–	–
REVERSED FRAME, Angles	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid-line for ⅗ length amidships	22	–	9	22	–	9
,, in way of Engines and Boilers	Under Engines		10	Under Engines		10
	,, Boilers		11	,, Boilers		11
,, thickness at the ends of vessel	–	–	7	–	–	7
,, depth at ¾ the half breadth, as per Rule	11	–	–	11	–	–
,, height extended at the Bilges	44	–	–	44	–	–
~~FLOORS & BRACKETS, in Cell Dble Bottoms~~						
,, ,, ~~Distance apart~~						
~~CENTRE GIRDER, in Double Bottom, depth and thickness~~						
,, ~~Angles, Top~~ ~~Bottom~~						
~~SIDE GIRDERS, number and thickness~~						
~~Angles~~						
~~MARGIN PLATE, depth (exclusive of flange) and thickness~~						
,, ~~Angles~~						
~~INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake~~						
,, ~~thickness in Engine and Boiler space~~						
,, ,, ~~Remainder in Holds~~						
BEAMS, Main and ~~Raised Quarter~~ Deck, ~~Single Angle, Bulb Angle,~~ Plate ~~or Tee~~ Bulb	8	–	8	8	–	8
Angles on Upper Edge	3	3	6	3	3	6
Average space	48	–	–	48	–	–
BEAMS, Lower Deck, ~~Single Angle, Bulb Angle,~~ Plate ~~or Tee~~ Bulb	8	–	8	8	–	8
Angles on Upper Edge	3	3	6	3	3	6
Average space	48	–	–	48	–	–
~~BEAMS, Hold, Plate or Tee Bulb~~						
~~Angles on Upper Edge~~						
~~Average space~~						
~~BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb~~						
,, ~~Angles on Upper Edge~~						
,, ~~Average space~~						
BEAMS, Bridge Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	6½	3	8	6½	3	8
,, ~~Angles on Upper Edge~~						
,, Average Space	48	–	–	48	–	–
~~BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb~~						
,, ~~Angles on Upper Edge~~						
,, ~~Average space~~						
PILLARS, In 'tween Decks, Size and Spacing	2⅝ – Spaced 48"			2⅝ – Spaced 48"		
,, ,, **Hold** ,, ,,	3¼ – 48			3¼ – 48		
~~WEB FRAMES, In Fore Body, No. and Spacing~~						
~~,, ,, ,, Brdth. & Thickness~~						
~~,, No. of Side Stringers~~ ,, ,,						
WEB FRAMES, In After Body, No. and Spacing	3 in No. Spaced 12 ft			3 in No. Spaced 12 ft		
,, ,, ,, Brdth. & Thickness	15	–	8	15	–	8
,, No. of Side Stringers ,, ,,	Two			Two		
,, Size of Angles ~~or Tee Bars~~ to **Web Frames**	3	3	7	3	3	7
~~BRACKET PLATES to Stringers between Web Frames, Depth and Thickness~~						

KEELSONS AND STRINGERS.

	Inches in Ship	Inches in Ship	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	~~16ths or~~ 20ths per Rule ved.
CENTRE LINE KEELSON, ~~Vertical Plate above floors~~, Through Plate, ~~or Intercostal Plate~~	35½	–	10	35½	–	10
,, Rider Plate	11½	–	10	11½	–	10
,, ~~Bulb Plate to Intercostal Keelson~~						
,, Horizontal Plates on Floors ~~in each side~~	12	–	10	12	–	10
,, Angles	5½	4	9	5½	4	9
SIDE KEELSON, Angles	5½	4	9	5½	4	9
,, ~~Bulb or Plate above floors for~~ ~~lng~~						
,, Intercostal Plate for ~~as far as practicable length~~	–	–	8	–	–	8
,, Attached to outside plating with Angle	3	3	7	3	3	7
BILGE KEELSON, Angles	5½	4	9	5½	4	9
,, Bulb ~~or~~ Plate above floors for ⅗ ~~the~~ len.	8	–	8	8	–	8
,, ~~Intercostal Plate for~~ ~~length~~						
,, ~~Attached to outside plating with Angle~~						
BILGE STRINGER Angles	5½	4	9	5½	4	9
,, ~~Bulb Plate for~~ ~~length~~						
,, ~~Intercostal Plate for~~ ~~length~~						
,, ~~Attached to outside plating with Angle~~						
~~SIDE STRINGER Angles~~						
,, ~~Bulb or Intercostal Plate for~~ ~~lng.~~						
Main ~~and Raised Quarter~~ Deck Stringer Plate, on ends of Beams, breadth & thknss	37		10	37		10
,, Angle on ditto	15½ + 4 +		9	15½ + 4 +		9
,, Tie Plates fore & aft, outside Hatchways Before and abaft tall deck	13		10	13		10
,, Diagonal Tie Plates on Bms., No. of Pairs	1			1		
,, Flat of Dk* ~~Iron or~~ Steel for half lng.	–		7	–		7
,, ,, Wood Teak Material & thickness	On tall dk Before + abaft		3½"	On tall dk Before + abaft		3½"
,, How fastened to Beams	As required					
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness	33		9	33		9
,, Angles on ditto, No. 2	4 + 4 +		9	4 + 4 +		9
,, Tie Plates, outside Hatchways	13		9	13		9
,, Flat of Deck* Material and thickness Red Pine	2½			2½		
,, How fastened to Beams	As required					
~~Hold Stringer Plate, on ends of Beams~~						
~~,, Angles on ditto, No.~~						
~~Poop Deck Stringer Plate, breadth & thickness~~						
~~,, Angle on ditto~~						
~~,, Tie Plates~~						
~~,, Flat of Deck, Material and thickness~~						
Bridge Deck Stringer Plate, brdth & thickness	33		8	33		8
,, Angle on ditto	3 + 3		8	3 + 3		8
,, Tie Plates	9¾		7	9¾		7
,, Flat of Deck, Material and thickness Teak	2½		–	2½		–
~~Forecastle Deck Stringer Plate, brdth & thickness~~						
~~,, Angle on ditto~~						
~~,, Tie Plates~~						
~~,, Flat of Deck, Material and thickness~~						

PLATING.

	Inches in Ship.	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	~~16ths or~~ 20ths per Rule. Approved.
FLAT PLATE KEEL, breadth and thickness	36	16	36	16
~~,, d'blng or incr'sd thckns, & lngth appl.~~				
PLATES in **Garboard** Strakes, brd'th & thickness	52	12	52	12
,, From Garboard to lower part of Bilges	–	10	–	10
~~State Thickness of Plating in way of Double Bottom~~				
,, **Bilges,** number of Strakes and thickness	One	104 thick		
,, ~~Of doubling~~ at Bilge, ~~or~~ increased thickness, and length applied	3 Strakes increased 1/20 in half length			
,, from up. part of Bilge to lr. edge of Sh'rstrake	See Sheer	10		10
,, Strake below Sheerstrake increased 1/20 for half length				
,, **Sheerstrake,** breadth and thickness	45	15	42	15
,, Of d'blng at Sh'stk. & lng. applied	Doubles for 20 feet at each end of Bridge			
~~,, Poop Sides~~				
~~,, Raised Quarter Deck Sides~~				
,, Bridge Sides	1 Strake 6/20		1 Strake 6/20	
~~,, Forecastle Sides~~				
Lengths of Plating	12 feet		12 feet	

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

Note clearly when plating is of alternate thicknesses—as distinguished from diminished thickness at end of vessel.

ROBERT EDMUND TAYLOR & SON, Printers, 19, Old Street, Goswell Road London.

Ceiling betwixt Decks, thickness and material 2" R.P.

" in hold do. do. 3½" R.P.

Number of Breasthooks Four.

" Crutches Three.

BULKHEADS. No. in Vessel 4 No. Reqd. by Rule 4 ✓

	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
W. T. Bulkheads, Iron	Lowerhalf 6/16, Upper " 7/16	Vrtcl. 4½"×3×⅝ ✓; Hrzntl. 4½×3×7/16 ✓	30" ✓; 48" ✓	After Peak Bulkhead to Lower deck, remainder to Upper deck. ✓	Double Framed
Partition between Engine & Boiler Rooms	3" 7/16	Vrtcl. 2½×2½×5/16; Hrzntl. Nil	36"	To upper deck. ✓	
~~Longitudinal~~	-	~~Vrtcl.~~			

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

The **FRAMES** extend in one length from Middle Line to Upper Deck Riveted through Plates with 7/8 in. Rivets, about 6¼ apart

The **REVERSED ANGLE** on floors and frames extend from Middle line to Upper deck and to 6" above Lower deck, alternately ✓

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 ✓ in. diameter, averaging 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 3½ ✓ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble ~~or double~~ riveted; treble for ½ lgth.; with rivets 7/8 ✓ in. dia., averaging 3 1/16 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 ½ length, treble riveted with Butt Straps 5/20 thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 7/8 ✓ in. diameter, averaging 3½ ✓ ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble ~~or double~~ riveted; treble for ½ ✓ lgth.; with rivets 7/8 ✓ in. dia, averaging 3 1/16 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 ~~or single~~ riveted. **Butts of Sheerstrake,** treble riveted for 3/4 ✓ length amidships.

Butts of Main Stringer Plate, treble riveted for ½ ✓ length amidships. **Single ~~or Double~~ Butt Straps to Stringer Plate** for whole length.

~~**Butts of Inner Bottom Plating** riveted for ~~ ~~length.~~ **Butts of Centre Girder** Treble ✓ riveted.

Breadth of edge laps of Shell Plating in double riveting 5¼" + 6" ✓. ~~**Breadth of edge laps of Shell Plating in single riveting**~~

Butt Straps of Shell Plating breadth and thickness 19" – 9 3/16 × 1 5/8" – 7/20 ✓ ~~**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.? Manufactures of Siemens-Martin Mild Steel – Goodwin & Jardine Ch., Clydebridge Steel Co., Steel Co. of Scotland, Stockton Malleable Co., D. Colville & Sons, Dalzell Works, Lossend Ch., Consett Iron Co. – Makers of Best Iron – Coats Iron Co. Stockton Malleable Co.

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? No

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

State whether Rivets are of Iron or Steel. Iron Rivets

MASTS, SPARS, &c.

		Material.	Total Length	Diameter and Thickness: At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles: Number.	Size.	Riveting: Seams.	Butts.
Pole ~~Lower~~ Masts	Fore	Steel	98-6"	23 + 7/20	18 + 6/20	19 + 7/20	19 + 3/20 Down; 8 + 3/20 Pole	2	✓	✓	Single	Double below partners, treble above.
	Main	Steel	89-6"	21 + 7/20	16½ + 6/20	17½ + 6/20	14 + 3/20 Down; 8 + 3/20 Pole	2	✓	✓	Single	
	~~Mizen~~											

~~Bowsprit~~

~~Topmasts,~~ Yards and Remainder of **Spars** Fore lower yard, Red Pine 64-0" + 12" in Slings. 6" at ends; fore topsail yard, Spruce 39-0 × 7" in Slings 3½" at ends

Rigging, Material and Size, **Shrouds** Steel Wire, 3¼" (galvanised) **Stays** Steel Wire. Fore & Main Stays 3¼" (galvanised)

Sails. One complete Suit of Sails, and ~~the following~~ not any spare sails

EQUIPMENT No. 19000 LETTER (P). ANCHORS.

Number of Certificate.		Weight, ~~Bar~~ 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.
28376	1st Bower ..	32	0	2	-	-	-	20	4	1	14	25	2	0	Hall's patent Stockless Anchors, Cast Steel Heads	Geo. Hall & Co.	Netherton 28/8/90 & 8/10/90
28390	2nd " ..	31	1	14	-	-	-	29	13	0	14	25	2	0			13/6/90 D. G. Lewis. Broken Certificate – 18/9/90
28021	3rd " ..	28	0	2	-	-	-	27	4	1	14	24	3	0			2/5/90 D. G. Lewis.
	Collective w'ight	91	1	18								74	3	0			
20765	Stream	8	2	7	2	0	0	11	0	0	0	9	2	0	If Patent Anchor Kind, state. Rodgers Patent Anchors	Geo. Hartshorne & Co.	Sunderland 27/7/90
26145	Kedge	4	0	14	1	0	7	6	10	0	0	4	1	0			8/3/90 & 8/3/90 J. Hutton
20140	2nd Kedge ..	2	1	0	1	2	7	4	15	0	0	2	1	0			

CHAIN CABLES.

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.
8352	240 ✓	1⅝ ✓	336-0-0	Cwts. qrs. lbs. 336-0-0	240-1⅝ ✓	Stud link	Geo. Hartshorne & Co.	Sunderland 28/8/90 Hartshorne
~~Iron, Stranded Rope or~~ Steel Wire ... Towline if steel wire	75 ✓	3¾" ✓	29 ✓	–	75 – 1 Shackle 3¾" Steel Wire		Dixon & Co. Ltd. & R. S. Newall & Co. Gateshead	

HAWSERS AND WARPS.

	Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
Towline if steel wire	Manilla	90	10"	90 – 10 ✓
Hawser	— —	90	8½ ✓	90 – 8½ ✓
	— —	90	6 ✓	90 – 6 ✓
	Steel Wire	90	3¾"	3¾" Steel Wire
Steel Wire	— —	90	3¾"	3¾" Steel Wire

Boats 2 Life Boats & 3 others.

Pumps, Number 1 in Fore Peak, 2 in each of the main & After Holds Diameter of Barrel and Tail Pipe Barrel 5" diat. Tail Pipe 2½" diat.

The Windlass is made by Napier Bros. Capstan None

Engine Room Skylights.—How constructed? Teak Skylight with glass windows & brass work, on top of iron casing 6-0" high.

What arrangements for deadlights in bad weather? Tarpaulins fitted

Coal Bunker Openings.—How constructed? Plate coamings How are lids secured? Wood hatches & tarpaulins Height above deck? 12 inches

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** 6 Scuppers, 6 Pipes and 6 Freeing Ports each 23" × 12"

Cargo Hatchways.—How formed?— Plate coamings **Hatches,** if strong and efficient? Slide, wood 2¾" thick

State size **No. 1 Hatch** (Forward) 11'-9" × 7'-11" **No. 2 Hatch** 11'-10" × 7'-6" **No. 3 Hatch** 11'-10" × 7'-6" **No. 4 Hatch** 17'-11" × 12'-11"

Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each Hatch 1 Wood Fore & After in each of No. 1, 2 & 3 Hatches; 3 Wood Fore & Afters and 1 Web Plate in No. 4 Hatch.

Bulwarks, height above deck and description Iron Plate 20½", with wood rails on top 2¾" thick and round iron bulwark rails & stanchions above Main Rail, material and size Teak, 9½ × 2¾"

The above is a correct description.

Builder's Signature, (Here only.) Blackwood & Gordon Surveyor's Signature, Wm Andrews.

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

Form No. 1 A.

Order for Special Survey No. 16971

Date 31st Dec. 1889

Order for Ordinary Survey No. ✓

Date ✓

No. 220 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 } 1890 – Feby. 6. 14. 18. 20. 24. 25. 27. Mar. 1. 5. 7. 11. 13. 17. 18. 20.

2nd. On the plating during the process of riveting 20. 24. 26. 27. 31. April 1. 2. 3. 7. 9. 11. 14. 16. 18. 22. 24. 28.

3rd. When the beams were in and fastened, and before the decks were laid ..... May 1. 5. 7. 9. 13. 15. 19. 23. 27. 29. June 3. 5. 6. 10. 12. 16. 18.

4th. When the ship was complete, and before the plating was finally coated or cemented ... 20. 24. 26. 30. July 2. 4. 14. 15. 17. 21. 23. 25. 29. 31. August 1. 4. 6. 8. 11. 13. 15.

5th. After the ship was launched and equipped 20. 21. 23. 26. 29. Sept. 2. 3. 5. 8. 10. 12. 14. 16. 18. 19. 22. 24. 26. 29. Total No. of Visits 88

State dates and initials of letters respecting this case 1889 – Dec. 5th (W); 1890 – Jan. 29th (W); Feb. 3rd (W); March 1st (W); April 1st (W), 25th (P); June 2nd (W), June 12th (W); August 28th (P), 20th (W). Sept. 2nd (P)

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

The workmanship and materials are good throughout, the vessel has been constructed in accordance with the approved plans (11 in No.) which together with 4 reports of stock castings are attached hereto, also in general conformity with the Rules. The vessel has ordinary floors throughout, 3 web frames & side stringers in the after hold in lieu of hold beams; in the after hold a water ballast tank has been constructed between the tunnels, this together with the fore peak and the after peak tank have been tested as required by the Rules.

This vessel having broken the upper part of her stern post (steel casting) as shown on the accompanying sketch, and bent the rudder head (steel forging) through the rudder getting loose when launching – The vessel has now been placed in dry dock, the upper part of the stern post renewed of iron, see forging certificate attached; the rudder head heated and straightened and afterwards carefully annealed, the after peak tank filled and retested, the bottom of the vessel recoated and the remainder of the damage detailed on the copy of damage survey report attached hereto, made good.

Reference should be made in any correspondence connected with the case.

PARTICULARS FOR RECORD in the **REGISTER BOOK.**—~~Length of Poop~~ ~~ft., R.Q.D. or Break~~ ft., Bridge Dk. 58 ft., ~~Forecastle~~ ~~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 BrD., 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. (U – pt. steel – w.s). 2 Tiers of Beams. 1 Dk. & Wb. frames pt. afterhold.

Official No. ; Signal Letters .

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 Engines only, or Boilers only, state which~~

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

~~Fore peak tank, water capacity in tons~~ . After peak tank, water capacity in tons 40 Tween between decks and water capacity in tons 76

~~Midship deep tank, length~~ ~~and water capacity in tons~~ . Other tanks, if fitted, length 58 ft

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 Waile's patent black cement and paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 20th August 1890

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

In Summer	3 ft.	6½ ins.	Statutory deck line. To top of ~~Wood, Iron or Steel Upper Deck.~~
In Winter	3 ft.	9 ins.	
For Winter in North Atlantic	4 ft.	0½ ins.	
Fresh Water above the centre of disc	4 ins.		

The amount of Entry Fee ..... £ 4 : – : – is received by me, Jas. Mc

Special ... £ 58 : 17 : – 29th Sept. 1890

Certificate* £ Gratis :

Travelling Expenses, if any £ Nil :

I am of opinion this Vessel should be Classed + 100 A. 1. Steel. Wm Andrews.

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

*Certificate to be sent to Greenock Office.

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

Committee's Minute FRI 3 OCT 1890

Character assigned 100 A1 Steel

A1P 2 Dks (1 pt. Steel)

+ E.McQ. 90

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

2 Dks. (U – pt. Stl. – W.S)

W.B. (particulars as above)

F.K.

pt. asp.

W.S. 2.10.90

GRK315-0182 (212)