

For 2 Dks., R.Q.Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

Received at London Office 8 MAR 1894

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

Date of completion of Report *6.3.94*

Port of *West Hartlepool*

No. *9336* Survey held at *West Hartlepool* Date, First Survey *9th Oct. 1893*

Last Survey *5th March, 1894*

On the *Screw Steamer "MADELINE"*

Rig *Schooner (2 masts)*

Tonnage under Tonnage Deck... *2203.91*

ONE OR TWO DECKED VESSEL.

Master *H. Redden*

Net Tonnage *203.38*

CLASS *+100A.1.*

Year of appointment *1894*

Net Tonnage *203.38*

Half Breadth (moulded) *20.17*

Built at *West Hartlepool*

Net Tonnage *203.38*

Depth from upper part of Keel to top of Main Deck Bms. *24.66*

When built *1893-94* Launched *6th Feb. 1894*

Net Tonnage *203.38*

Girth of Half Midship Frame (as per Rule) *40.00*

By whom built *Furness Withy & Co. Lim.*

Net Tonnage *203.38*

1st Number *84.83*

Owners *Dymally, Bell & Co.*

Net Tonnage *203.38*

Length *312.33*

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

Net Tonnage *203.38*

2nd Number *26495*

Residence *Newcastle*

Net Tonnage *203.38*

Proportions—Breadths to Length *7.74*

Port belonging to *Newcastle*

Net Tonnage *203.38*

Depths to Length—Main Deck to top of Keel *12.67*

Destined Voyage *Grimsby to Bombay* Surveyed while Building, Afloat, or in Dry Dock

Register Tonnage *1861.61*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>312</i>	<i>14</i>		<i>40</i>	<i>4</i>		<i>21</i>	<i>14</i>		<i>220</i>		<i>One</i>	<i>Two</i>

Dimensions of Ship per Register, Length, *314.0* breadth, *40.5* depth, *21.3* Moulded Depth, ft. *23* ins. *10* Round of Beam *10* inches.

FRAMING.				FORGINGS AND CASTINGS.			
FRAME, Angles, Bars, for 1/2 length	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule or as Approved.	KEEL, Bar or Side Plates depth and thickness	Inches in Ship.	Inches per Rule.	Or as Approved.
amidships	<i>6</i>	<i>3 1/2</i>	<i>11</i>	<i>6</i>	<i>3 1/2</i>	<i>11</i>	<i>10 x 2 3/4</i>
Do. for 1/2 at each end				STEM, moulding and thickness	<i>10 x 6</i>		<i>10 x 6</i>
Do. in way of Double Bottoms at Solid Floors				STERN-POST for Rudder do. do.	<i>10 x 6</i>		<i>10 x 6</i>
" " at intermdt. Bkts.				" for Propeller	<i>8</i>		<i>8</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>		<i>24</i>	MAIN PIECE of Rudder, diameter at head	<i>4</i>		<i>4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				do. at heel			
Distance of Frames from moulding edge to moulding edge, all fore and aft				RUDDER, how constructed <i>Forged iron frame, plated.</i>			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Can the Rudder be unshipped afloat? <i>Yes.</i>			
Distance of Frames from moulding edge to moulding edge, all fore and aft				KEELSONS AND STRINGERS.			
Distance of Frames from moulding edge to moulding edge, all fore and aft				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule or as Approved.
Distance of Frames from moulding edge to moulding edge, all fore and aft				Rider Plate			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Bulb Plate to Intercoastal Keelson			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Horizontal Plates on Floors			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angles			
Distance of Frames from moulding edge to moulding edge, all fore and aft				SIDE KEELSON, Angles			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Bulb or Plate above floors for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Intercoastal Plate for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Attached to outside plating with Angle			
Distance of Frames from moulding edge to moulding edge, all fore and aft				BILGE KEELSON, Angles			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Bulb or Plate above floors for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Intercoastal Plate for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Attached to outside plating with Angle			
Distance of Frames from moulding edge to moulding edge, all fore and aft				BILGE STRINGER Angles			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Bulb Plate for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Intercoastal Plate for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Attached to outside plating with Angle			
Distance of Frames from moulding edge to moulding edge, all fore and aft				SIDE STRINGER Angles			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Bulb or Intercoastal Plate for			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Attached to outside plating with Angle			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Main and Raised Quarter Deck Stringer			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Plate, breadth and thickness	<i>75</i>	<i>11</i>	<i>75</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Tie Plates fore & aft, outside Hatchways	<i>4 1/2 x 4 1/2</i>	<i>10</i>	<i>4 1/2 x 4 1/2</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Diagonal Tie Plates on Bms, No. of Pairs			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Main Dk* Iron or Steel for whole lng.	<i>75</i>	<i>9</i>	<i>75</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				R. Q. Dk* Iron or Steel for whole lng.	<i>75</i>	<i>9</i>	<i>75</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Wood Deck, Material and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Lower Deck Stringer Plate, breadth and thickness	<i>48</i>	<i>11</i>	<i>48</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angles on ditto, No. 2	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft				Tie Plates, outside Hatchways			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Deck* Material and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Mold Stringer Plate			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angles on ditto, No.			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Peep Deck Stringer Plate, breadth & thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angle on ditto			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Tie Plates			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Deck, Material and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Forecastle Deck Stringer Plate, breadth & thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Angle on ditto			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Tie Plates			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Deck, Material and thickness			
Distance of Frames from moulding edge to moulding edge, all fore and aft				Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>			



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.		AMIDSHIP.		FORWARD.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
FLAT PLATE KEEL .....	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
GARBOARD OR A Strake ...	48	12	9	9	48	12	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
State actual thickness in way of Double Bottom.	B	53	11	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
C	48	12	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
D	53	11	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
E	53	12	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
F	52	11	9	9	11	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
G	47	12	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
H	52	11	9	9	11	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
J	46	12	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
K	53	12	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
main Sheerstrake - L	50	14	10	10	50	14	10	10	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
St. Gun. or. Sheer	60	10	7	8	60	10	7	8	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
N	53	11	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
O	53	11	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
P	53	11	9	9	12	11	9	9	Double	5 1/2	7/8	3 1/2	Double	3/4	3 1/2	19	16	9	7 1/2
DOUBLING of Flat Plate Keel	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
Length and thickness of Bilges	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
Length and thickness of Sheerstrakes	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
Length and thickness of Strake below	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
POOP SIDES	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
RAISED QUARTER DK. SIDES	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
BRIDGE SIDES	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
FORECASTLE SIDES	48	24	14	14	48	24	14	14	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2
LENGTHS OF PLATING	16 1/2	3 1/2	7	7	16 1/2	3 1/2	7	7	Double	6 1/2	1 1/8	4	3R. 3/4 L.	1 1/2	3 1/2	19	16	9	7 1/2

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.?

*Mild Steel - W. & P. Co., Consell, Dorman Long & Co.*

*Best Iron - W. & P. Co., Consell, Dorman Long & Co.*

FRAMES extend in one length from *Tank Side* to *gunwale*

REVERSED FRAMES on floors and frames extend from *✓*

Main Stringer Plate { Butts, treble riveted for *3/4* length amidship.  
Straps, single, double or overlapped for *3/4* length amidship

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *✓*

Inner Bottom Plating, riveting of Edges *Double Single Butts 2R for 1/2 L.*

Centre Girder Butts, *Double Single Butts 2R for 1/2 L.*

Keelson Butts, *✓* riveted.

Frames, riveted through Plates with *7/8* in. Rivets, about *6* apart.

Rivets, state whether of Iron or Steel *Iron*

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 .....	Iron	55. 0	22 x 9/16	19 x 9/16	17 1/2 x 9/16	16 1/2 x 9/16	Two	—	—	Single	Treble	
	Main .....	—	55. 0	21 x 9/16	18 x 9/16	16 1/2 x 9/16	16 x 9/16	—	—	—	—	—	
	Mizen .....	Masts built at Stockton by Dudson & Co.											
Bowsprit	✓												
Topmasts, Yards and Remainder of		Spars	Wood topmasts (telescopic). No yards.										
Rigging, Material and Size, Shrouds		3 3/4	fath. Stab wire										
Sails.		one	Suit of	Stays 4 1/4 fath. Stab wire								Sails and the following spare sails	

EQUIPMENT No. 29807 LETTER t										TONNAGE FOR TRAWLERS U.D.K.									
ANCHORS.																			
Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
25903	1st Bower	43	1	0	—	—	—	38	1	1	0	42	2	0	Byers Patent	102 Byers	12.2.94	1st Bower	1st Bower
25779	2nd "	42	3	14	—	—	—	37	15	2	14	42	2	0	Stockless	—	15.1.94	2nd Bower	2nd Bower
25604	3rd "	36	1	14	—	—	—	33	7	0	21	36	1	0	—	—	25.11.93	3rd Bower	3rd Bower
	Collective weight	122	2	0	—	—	—	—	—	—	—	121	1	0	—	—	—	—	—
15974	Stream	10	3	11	2	3	26	12	15	1	7	10	3	0	Ordinary	102 Byers	23.12.93	Stream	Stream
15965	Kedge	5	2	21	1	1	14	8	0	2	14	5	2	0	—	—	19.12.93	Kedge	Kedge
	2nd Kedge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	
				Supplied.	Per Rule.										
14130	120	1 7/8	88 1/2 - 63 1/2	213.0	144.25	1.0	240-1 7/8	Steel wire N. Kingley	23.12.93	102 Byers					
14131	120	1 7/8	—	213.0	144.25	1.0	240-1 7/8	Steel wire	23.12.93	102 Byers					
14137	75	1 7/8	34 1/2 - 22 1/2	50.1	18.48	2.6	75-1 7/8	Steel wire	23.12.93	102 Byers					
Iron Stream Chain ) Steel Wire. → Towline	100	4	33	426	—	—	100-4	Steel wire	23.12.93	102 Byers					

Boats *2 Life boats & two others*

Pumps, Number *5 Hand pumps; Engine sections as app.* Diameter of Barrel and Tail Pipe *6 1/2*

Windlass is *Emerson Walker & Thompson bro* Capstan *✓*

Engine Room Skylights.—How constructed? *Iron on Iron casing 6'8" above Port Awaiting deck.*

What arrangements for deadlights in bad weather? *Thick glass bulls-eye in Iron hinged covers.*

Coal Bunker Openings.—How constructed? *3 Hatches each side* How are lids secured? *Bars & Repanline* Height above deck? *15"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *5 Scuppers & 4 Ports (22 x 15) Each side of A. deck.*

Ceiling in Holds, thickness and material *2 1/2 W.T.* Ceiling 'tween Decks, thickness and material *2" Sparring battens*

Cargo Hatchways.—How formed? *Steel plate Coaming* Hatches.—If strong and efficient? *Yes, Solid*

State size No. 1 Hatch (Forward) *15' 10 x 15' 10 x 21* No. 2 Hatch *23' 10 x 16' 0 x 21* No. 3 Hatch *23' 11 x 16' 0 x 3 1/4* No. 4 Hatch *28' 10 x 14' 11 x 3 1/4*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1 Web L No 1 hatch, 2 Web L No 2, 3 & 4 hatchways 3*

For Afters in each hatchway.

Bulwarks, height above deck and description *Thick plating 3 1/4" above Stringer* Main Rail, material and size *6" Bulwark*

The above is a correct description **FOR FURNESS WITBY & CO. LIMITED.** Surveyor's Signature *Las M. W. L.*

Builder's Signature (here only.) *L. M. W. L.* 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) 1892—Aug<sup>16</sup>. Sep<sup>5</sup>  
Dec 6<sup>th</sup>. 1893—Jan<sup>26</sup>. Feb<sup>22</sup>. March 2. Sep 14. Dec 5. 1894—Jan 31. July 20.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed  
Are 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  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

General Remarks (State quality of workmanship, &c.)  
The workmanship is good, & the vessel has been constructed in accordance with the approved plans (8 in No.) which together with one Forgings Report are attached hereto.

The collision bulkhead, tunnel, and iron weather decks have been tested by water as required; the hand pumps also tested and found to work satisfactorily. The steel used in the construction of the vessel has been tested as required by the Society's Rules.

Drawings.  
Midships Section  
Profile  
Main Deck  
Quarter Deck  
Port Awaiting Deck  
Topside Plating  
Iron masts  
Pumping Plan.

This is a Sister Ship to the S.S. "Baltisloe"  
See W. Hartlepool Report No. 9122.

In London re. M. Empress; letter to Sec. 2. 3. 94

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

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 131 ft., R.Q.D. or Break 131 ft., Bridge Dk. 183 ft., F' castle 183 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

o. 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 deck (iron & steel) part awaiting deck (iron & steel) & web frames.

Official No. 104241; Signal Letters  
How are the surfaces preserved from oxidation? Inside Danby's Cement & Paint Outside Paint.

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Cellular double bottom.

Where fitted.	Length.		Water Capacity.	Where fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	106	191	Fore peak tank,	✓	✓	✓	✓
Double bottom, forward,	50	205	After peak tank,	✓	✓	30	✓
Double bottom, under Engines and Boilers,	112	100	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 All tested

Order for Special Survey No. 1579  
Date 10<sup>th</sup> Oct. 1893  
Order for Ordinary Survey No.  
Date  
No. 205 in builder's yard  
DAYS 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  
2nd. On the plating during the process of riveting  
3rd. When the beams were in and fastened and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated or cemented  
5th. After the ship was launched and equipped  
Built under Special Survey.  
First visit, 9<sup>th</sup> Oct. 1893  
Last, 5<sup>th</sup> March, 1894  
Total No. of Visits 55

The amount of Entry Fee .....£ 5: :  
Special.....£ 95: 3:  
Certificate\* £ : :  
Travelling Expenses, if any £ : :  
Fees applied for, 7.3. 1894  
Received by me, 7.3. 1894

I am of opinion this Vessel should be Classed 100 A.1. Part Awaiting deck  
With, or without Freeboard, as condition of Class With Freeboard

Committee's Minute  
Character assigned  
100 A.1 Steel  
pk. Awn. dk.  
with gold. s.g. 3  
Lancaster  
+ 2 inc 3, 94  
100 A.1 Steel  
pk. Awn. dk.  
with gold. s.g. 3  
7 R

This vessel appears to have been built in accordance with the Rules, and the approved plans, and it is submitted she is eligible to be classed 100 A.1 (Steel) Part Awaiting deck, with freeboard, as recommended. The summer freeboard of 9' 3" from centre of keel to top of statutory deck line at part awaiting deck, now marked on the vessel's sides, to be inserted in the Classification Certificate and recorded in the Register Book, and further the remaining freeboards, as shown on this accompanying verification form to be inserted in the Certificate of Classification.

100 A.1 (Steel) Part Awaiting deck with freeboard.  
100 A.1 (Steel) Part Awaiting deck with freeboard.  
100 A.1 (Steel) Part Awaiting deck with freeboard.

Full Certificate  
HPL 372-0048 (212)