

Spar or Awning Dk.

STEEL STEAMER.

No. 9728.

State if Report is also sent on the Machinery of the Vessel *Yes*  
Port of **WEST HARTLEPOOL**. Date of completion of Report **5. 7. 95.** Received at London Office  
Survey held at **WEST HARTLEPOOL**. Date, First Survey **10<sup>th</sup> Jan.** Last Survey **3<sup>rd</sup> July, 18 95.**  
On the **Steel Screw Steamer "FERNFIELD"** Rig **Fore and Aft Schooner (2 masts)**

**TONNAGE under Tonnage Deck...** *2919.37*  
Do. between Tonnage Dk. and 3rd. 4th. Sp. or Awning Dk.  
**Total under Upper Dk.**  
Do. of Poop *109.17*  
Do. of Bridge House *21.50*  
Do. of Forecasts *55.43*  
Do. of Houses on Deck *3142.00*  
Do. above Crown of Engine Room *67.10*  
**Gross Tonnage** *3142.00*  
Less Crew Space *55.43*  
Less above Crown of Engine Room *3019.47*  
**TONNAGE FOR FEES...** *1005.44*  
Less Engine Room *44.26*  
Less Navigation Spaces  
**Register Tonnage** *2026.20*  
as cut on Beam...

**SPAR, AWNING OR DECK DECKED VESSEL,**  
*or a Vessel having a continuous Shade Deck.*  
**CLASS 100A1**  
**FEET.**  
**Half Breadth (moulded)** *20.92*  
**Depth from upper part of keel to top of Main Deck Beams** *20.96*  
**Girth of Half Midship Frame (as per Rule)** *37.54*  
**1st Number** *80.42*  
**Length** *329.33*  
**2nd Number** *26486*  
**Proportions—Breadths to Length** *7.8*  
**Depths to Length—Main Deck to top of Keel** *14.99*  
**Destined Voyage** *Middleb'to Roubaix* **Surveyed while Building, Afloat, in Dry Dock**

**Master** *P. Watson*  
**Year of Appointment** *90*  
**Built at** *West Hartlepool*  
**When built** *1895* **Launched** *25<sup>th</sup> May 1895*  
**By whom built** *Jurress Witty & Co. Lim.*  
**Owners** *The Fernfield Steamship Co. Lim.*  
**Managers** *J. Woods*  
**Residence** *44 Bradenall St. London E.C.*  
**Port belonging to** *London*

**LENGTH on Deck** *329* **BREADTH** *41* **DEPTH, top of Floors to Spar** *26.4* **Power of Engines** *300* **No. of Decks with flat laid** *2*  
as per Rule... **Moulded** *41* **Do.** *10* **Do.** *26.4* **Do.** *18* **Do.** *6 1/2* **Do.** *200* **No. of Tiers of Beams** *2*  
**Dimensions of Ship per Register, Length** *321.0* **breadth** *42.0* **depth** *26.4* **Spar** *26.4* **Do.** *21* **Do.** *10* **Do.** *10*

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.	Inches in Ship.	20ths per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.	Inches in Ship.	20ths per Rule Or as Approved.
<b>FRAME, Angles</b> <i>7 1/2</i> <b>Bars, for 1/2 length</b>	<i>6</i>	<i>3 1/2</i>	<i>11</i>	<i>6</i>	<i>3 1/2</i>	<b>KEEL, Bulb on Side Plates, depth and thickness</b>	<i>10 + 2 3/4</i>	<i>10 + 2 3/4</i>	<i>10 + 2 3/4</i>	<i>10 + 2 3/4</i>	<i>10 + 2 3/4</i>
Do. for 1/2 at each end	"	"	<i>10</i>	"	<i>10</i>	<b>STEM, moulding and thickness</b>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>
Do. in way of Double Bottoms	<i>7 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>7 1/2</i>	<i>8 1/2</i>	<b>STERN-POST for Rudder do. do.</b>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>	<i>10 + 6</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>			<i>24</i>		" for Propeller	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
<b>REVERSE FRAMES, Angles</b>						<b>MAIN PIECE of Rudder, diameter at head</b>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<b>REVERSE FRAMES, depth of side</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<b>FLOORS, depth and thickness of Floor Plate</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>RUDDER, how constructed</b>	<i>Forged iron frame plated</i>				
at mid-line	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>				
" in way of Engines and Boilers	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>KEELSONS AND STRINGERS.</b>					
" thickness at the ends of vessel	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>CENTRE LINE KEELSON, Vertical Plate above</b>					
" depth at 1/2 the half breadth as per Rule	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	floors, Through Plate, or Intercoastal Plate					
" height extended at the Bilge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Rider Plate					
<b>FLOORS &amp; BRACKETS, in Cell Dble Bottoms</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Bulb Plate to Intercoastal Keelson					
Distance apart	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Horizontal Plates on Floors					
<b>CENTRE GIRDER, in Double bottom, depth</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Angles					
and thickness	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>SIDE KEELSON, Angles</b>					
" Angles, Top	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Bulb or Plate above floors, for					
" Bottom	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Intercoastal Plate, for					
<b>DE GIRDERS, number and thickness</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Attached to outside plating with Angle					
" Angles	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>BILGE KEELSON, Angles</b>					
<b>MARGIN PLATE, depth (exclusive of flange)</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Bulb or Plate above floors, for					
and thickness	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Intercoastal Plate, for					
" Angles	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Attached to outside plating with Angle					
<b>INNER BOTTOM PLATING, breadth and</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>BILGE STRINGER Angles</b>					
thickness of Middle Line Strake	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Bulb Plate, for					
" thickness in Engine and Boiler space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Intercoastal Plate, for					
Remainder in Holds	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Attached to outside plating with Angle					
<b>BEAMS, Spar on Tonnage Deck, Single Angle</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>SIDE STRINGER Angles</b>					
Bulb Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Bulb or Intercoastal Plate, for					
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Attached to outside plating with Angle					
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Spar, on Awning Deck Stringer Plates,</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Main Deck, Single Angle, Bulb</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	breadth and thickness	<i>4 + 4</i>	<i>9</i>	<i>4 + 4</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Angle on ditto	<i>4 + 4</i>	<i>9</i>	<i>4 + 4</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates, fore and aft, outside Hatchways	<i>8 1/2</i>	<i>9</i>	<i>8 1/2</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Diagonal Tie Plates, No. of pairs	<i>8 1/2</i>	<i>9</i>	<i>8 1/2</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Lower Deck, Single Angle, Bulb</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck * Iron or Steel, for whole lng.	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Wood Deck, Material & thickness	<i>4 + 4</i>	<i>9</i>	<i>4 + 4</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Main Deck Stringer Plate, breadth &amp; thickness</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Angles on ditto, No. 2	<i>4 + 4</i>	<i>9</i>	<i>4 + 4</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Hold, or Orlop, Plate or Tee Bulb</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates, outside Hatchways	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Diagonal Tie Plates, No. of pairs	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck * Iron or Steel, for whole lng.	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Wood Deck, Material & thickness	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Poop Deck, Angle, Bulb Angle, Plate</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Lower Deck Stringer Plates, breadth &amp; thickness</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Angles on ditto, No. 2	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates, outside Hatchways	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Diagonal Tie Plates, No. of pairs	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Bridge Deck, Angle, Bulb Angle, Plate</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck * Iron or Steel, for whole lng.	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Wood Deck, Material & thickness	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Poop Deck Stringer Plate, breadth &amp; thickness</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Angles on ditto	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
Angle, Plate or Tee Bulb	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck, Material and thickness	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Angles on upper edge	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Bridge Deck Stringer Plate, br'dth &amp; thickness</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Average space	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Angles on ditto	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>PILLARS, In tween Deck, size and spacing</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Hold	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck, Material and thickness	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" Quarter tween Dks	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Forecastle Deck Stringer Plate, br'dth &amp; th'kns</b>	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" in Hold	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Angles on ditto	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
<b>WEB FRAMES, In Fore Body, No. and spacing</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	" Tie Plates	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" br'dth. & thicknss	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	Deck, Material and thickness	<i>78</i>	<i>9</i>	<i>78</i>	<i>9</i>	<i>9</i>
" No. of Side Stringers	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>	<b>Are the outside Plates doubled two spaces of Frames in length?</b>	<i>Yes</i>				
<b>WEB FRAMES, In E. &amp; B. Space, No. &amp; spacing</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
" br'dth. & thicknss	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
<b>WEB FRAMES, In After Body, No. and spacing</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
" br'dth. & thicknss	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
" No. of Side Stringers	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
" Size of Angles on Tee Dks to Web Frames	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
<b>BRACKET PLATES to Stringers between</b>	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						
Web Frames, depth and thickness	<i>40</i>	<i>9</i>	<i>40</i>	<i>9</i>	<i>9</i>						



PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. Double or Treble and for what Length. Rivets. Straps. IF LAPPED. 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, Plating, &c.

FRAMES extend in one length from Tank Side to Gunwale (Built angle frames). REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. Riveting. Lower Masts. Fore Main Mast. Beam Mast. Topmasts, Main and Remainder of Spars. Rigging, Material and Size. Shrouds. Sails. Suit of Sails.

EQUIPMENT No. 2093 LETTER A. 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. 1st Bower. 2nd. 3rd. Collect weight. Stream. Kedge.

CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Supplied. Per Rule. Fathoms and Size per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire. Fathoms and Size per Rule. HAWSERS AND WARPS. Number of Certificate. Fathoms. Size. Breaking Test of Steel Wire. Fathoms and Size per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire. Fathoms and Size per Rule.

Boats. Two life boats & two others. Pumps, Number. Windlass is. Engine Room Skylights. How constructed? What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? Number of Scuppers, and number and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. How formed? State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Latchings. 3 Iron latches in each Latchway. No. of Breasthooks. 6. Main Rail, material and size. 6" Built angle. The above is a correct description. Builder's Signature (here only). Surveyor's Signature. Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case). 1894-22 Nov 7 3 Dec 1895-2 May 28 June. 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 facing surfaces? Yes. Do any rivets break into or through the seams or butts of 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 (4 in No.) which together with one Jorgensen Report are attached hereto. The collision bulkhead has been tested by filling for pressure with water, and the iron weather decks and tunnel have been tested by hose & found good. All hand pumps tried & found to work satisfactorily. Drawings. Midship Section. Profile. Pumping plan. Iron brasts.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 31 ft., R.Q.D. or Break ft., Bridge Dk. 88 ft., F'castle 34 ft. (in feet and tenths). When the Poop 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 deck (steel) & upper deck (steel) 2 tiers of beams & 4 tiers of frames. Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint.

PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system. Yes. Where fitted. Length. Water Capacity. Where fitted. Length. Water Capacity. Double bottom, aft. 108 236 Fore peak tank. Double bottom, forward. 134 289 After peak tank. Double bottom, under Engines and Boilers. 24 54 Midship deep tank. Double bottom, if under Engines only. No water ballast for 18 ft. under boilers. 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. 1616 Date 14 Jan 1895. Order for Ordinary Survey No. Date 215 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. 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. Fees applied for, 5.7.1895. Received by me, 5.7.1895. I am of opinion this Vessel should be Classed 100A1 Spar deck. Without Freeboard, as condition of Class. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute. Character assigned. TUES 9 JUL 1895. + 100 A1. 1 Dk (cell) & spar Dk (cell), 2 web frames. A x 6 D. + L x 6.6.75. 100A1 (Steel) Spar Dk. It is submitted, that this vessel having been built in accordance with the approved plans and in compliance with the Rules she is eligible to be Classed 100A1 (Steel) Spar Dk as recommended. E.K. Surveyor to Lloyd's Register of British and Foreign Shipping.