

Spar, or ~~Awning~~ Dk. ~~IRON~~ OR STEEL STEAMER.

No. 10169

State if Report is also sent on the Machinery of the Vessel *Yes*at **WEST HARTLEPOOL** Date of completion of Report *17.2.97*Received at London Office **THUR. 18 FEB 1897**Survey held at **WEST HARTLEPOOL**Date, First Survey *5. Aug. 1896*Last Survey *9. Feb. 1897*

On the

*Crew Steamer***"BARBARA"**Rig *Fore Mast Schooner*

TONNAGE under

*3555.68*SPAR, ~~AWNING~~ OR PART ~~AWNING~~-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

Master *Ernest Blahn*

Year of Appointment

(1) As Master in service of owner of present vessel:—18.97
(2) As Master of this vessel:—18.97

Lunder Upper Dk.

CLASS **100A1**

FEET.

Built at *West Hartlepool*When built *1896-7* Launched *5.4.1896*By whom built *Furness Withy & Co. Ltd*Owners *J. E. Jukes & Co.*Managers *✓*

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

Residence *West Hartlepool*Port belonging to *West Hartlepool*No. of Forecasts *54.39*No. of Houses on Deck *67.87*No. of excess of Hatchways *38.80*above Crown of *29.25*Engine Room *37.39.99*Less Crew Space *69.37*Less above Crown of *29.25*Engine Room *3641.37*TONNAGE FOR FEES... *1196.80*Less Engine Room *29.33*

Less Navigation Spaces

Register Tonnage *2444.49*

as cut on Beam....

Half Breadth (moulded) *23.43*Depth from upper part of keel to top of Main Deck Beams *23.84*Girth of Half Midship Frame (as per Rule) *42.86*1st Number *89.93*Length *338.16*2nd Number *30410*Proportions—Breadths to Length *7.22*Depths to Length—Main Deck to top of Keel *14.19*Destined Voyage *Cardiff** Surveyed while Building, Afloat, or in Dry Dock *Middleton dock*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar or Awning Dk. Beams Do.	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>338</i>	<i>2</i>		<i>46</i>	<i>10</i>		<i>27</i>	<i>3</i>		<i>299</i>		<i>One</i>	<i>Two</i>

Dimensions of Ship per Register, Length *340.0* breadth *47.1* depth *27.1* Spar ~~Awning~~ Dk. Moulded depth, ft. *22* ins. *10* To Main Dk. Round up of Beam, Main Dk. *48* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.	Inches per Rule or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule or as Approved.	Inches per Rule or as Approved.
FRAME, Angles, <i>7.5</i> Bars, for $\frac{1}{2}$ length amidships	<i>7</i>	<i>3 1/2</i>	<i>13</i>	<i>7</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates, depth and thickness					
Do. for $\frac{1}{2}$ at each end	"	"	<i>12</i>	"	"	STEM, moulding and thickness	<i>11 x 2 3/4</i>			<i>11 x 2 3/4</i>	
No. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.	<i>11 x 6 1/2</i>			<i>11 x 6 1/2</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>30</i>		<i>30</i>			" " for Propeller	<i>11 x 6 1/2</i>			<i>11 x 6 1/2</i>	
REVERSED FRAME, Angles						MAIN PIECE of Rudder, diameter at head	<i>9</i>			<i>9</i>	
DEEP FRAMING, depth of girder						do at heel	<i>7 x 4 1/2</i>			<i>7 x 4 1/2</i>	
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>42</i>		<i>9</i>	<i>42</i>	<i>9</i>	RUDDER, how constructed <i>Forged iron frame, plated</i>					
" in way of Engines and Boilers	<i>42</i>		<i>9</i>			Can the Rudder be unshipped afloat? <i>Yes</i>					
" thickness at the ends of vessel	<i>42</i>		<i>9</i>			KEELSONS AND STRINGERS.					
" depth at $\frac{1}{2}$ the half breadth as per Rule	<i>42</i>		<i>9</i>			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" height extended at the Bilges	<i>42</i>		<i>9</i>			" Rider Plate					
FLOORS & BRACKETS, in Coll. Dble Bottoms	<i>42</i>		<i>9</i>			" Bulb Plate to Intercoastal Keelson					
CENTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>		<i>9</i>	<i>42</i>	<i>9</i>	" Horizontal Plates on Floors					
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	" Angles					
" Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>	<i>4 1/2</i>	SIDE KEELSON, Angles					
SIDE GIRDERS, number and thickness	<i>One</i>	<i>9</i>	<i>One</i>	<i>9</i>		" Bulb or Plate above floors, for length					
" Angles	<i>One</i>	<i>9</i>	<i>One</i>	<i>9</i>		" Intercoastal Plate, for length					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>36</i>		<i>9</i>	<i>36</i>	<i>9</i>	" Attached to outside plating with Angle					
" Angles	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	BILGE KEELSON, Angles					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>		<i>9</i>	<i>36</i>	<i>9</i>	" Bulb or Plate above floors, for length					
" thickness in Engine and Boiler space	<i>36</i>		<i>9</i>	<i>36</i>	<i>9</i>	" Intercoastal Plate, for length					
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>3</i>	<i>12</i>	<i>9</i>	<i>3</i>	" Attached to outside plating with Angle					
" Angles on upper edge	<i>30</i>		<i>30</i>			BILGE STRINGER Angles					
" Average space	<i>30</i>		<i>30</i>			" Bulb Plate, for length					
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>12</i>	<i>6 1/2</i>	<i>13</i>	<i>12</i>	<i>6 1/2</i>	" Intercoastal Plate, for length					
" Angles on upper edge	<i>30</i>		<i>30</i>			" Attached to outside plating with Angle					
" Average space	<i>30</i>		<i>30</i>			SIDE STRINGER Angles					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>12</i>	<i>6 1/2</i>	<i>13</i>	<i>12</i>	<i>6 1/2</i>	" Bulb or Intercoastal Plate, for length					
" Angles on upper edge	<i>30</i>		<i>30</i>			" Attached to outside plating with Angle					
" Average space	<i>30</i>		<i>30</i>			Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>60</i>	<i>11</i>	<i>60</i>	<i>11</i>	
BEAMS, Hold or Orlop, Plate or Tee Bulb	<i>12</i>	<i>6 1/2</i>	<i>13</i>	<i>12</i>	<i>6 1/2</i>	" Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
" Angles on upper edge	<i>30</i>		<i>30</i>			" Tie Plates, fore and aft, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
" Average space	<i>30</i>		<i>30</i>			" Diagonal Tie Plates, No. of pss.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	" Deck * Iron or Steel, for whole lng.	<i>7</i>		<i>7</i>		
" Angles on upper edge	<i>30</i>		<i>30</i>			" Wood Deck, Material and thickness	<i>Increased at openings</i>		<i>7</i>		
" Average space	<i>30</i>		<i>30</i>			Main Deck Stringer Plate, breadth & thickness	<i>60</i>	<i>12</i>	<i>60</i>	<i>12</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	" Angles on ditto, No. 2	<i>60</i>	<i>12</i>	<i>60</i>	<i>12</i>	
" Angles on upper edge	<i>30</i>		<i>30</i>			" Tie Plates, outside Hatchways	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
" Average space	<i>30</i>		<i>30</i>			" Diagonal Tie Plates, No. of pss.	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	" Deck * Iron or Steel, for whole lng.	<i>34</i>	<i>16</i>	<i>34</i>	<i>16</i>	
" Angles on upper edge	<i>30</i>		<i>30</i>			" Wood Deck, Material and thickness	<i>at middle line</i>		<i>7</i>		
" Average space	<i>30</i>		<i>30</i>			Lower Deck Stringer Plates, breadth & thickness					
PILLARS, In tween Deck, size and spacing	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	" Angles on ditto, No.					
" Hold	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	" Tie Plates, outside Hatchways					
" Quarter tween Bks., "	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	" Deck * Material and thickness					
" In Hold	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	Hold or Orlop Stringer Plate, breadth & thickness					
WEB FRAMES, In Fore Body, No. and spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	" Angles on ditto, No.					
" breadth & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	" Tie Plates, outside Hatchways					
WEB FRAMES, In E. & B. Space, No. & spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	" Deck * Material and thickness					
" breadth & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	Poop Deck Stringer Plate, breadth & thickness	<i>50</i>	<i>7</i>	<i>50</i>	<i>7</i>	
WEB FRAMES, In After Body, No. and spacing	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	" Angles on ditto	<i>3 1/2 x 3 1/2</i>	<i>9</i>	<i>3 1/2 x 3 1/2</i>	<i>9</i>	
" breadth & thickness	<i>18</i>	<i>10</i>	<i>18</i>	<i>10</i>	<i>18</i>	" Tie Plates	<i>Iron</i>	<i>5 1/6</i>	<i>Iron</i>	<i>5 1/6</i>	
" No. of Side Stringers	<i>Three</i>		<i>Three</i>		<i>Three</i>	" Deck, Material and thickness	<i>Iron</i>	<i>5 1/6</i>	<i>Iron</i>	<i>5 1/6</i>	
Size of Angles on Tee Bars to Web Frames	<i>4</i>	<i>3 1/2</i>	<i>10</i>	<i>4</i>	<i>3 1/2</i>	Bridge Deck Stringer Plate, breadth & thickness	<i>70</i>	<i>7</i>	<i>70</i>	<i>7</i>	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>18</i>	<i>9</i>	<i>18</i>	<i>9</i>	<i>18</i>	" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>9</i>	<i>3 1/2 x 3 1/2</i>	<i>9</i>	

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL	48	20	13	13	48	20	Double	6	1	4 1/4	3 R-7 1/2 A	1	3 1/2	19	24 1/2				
GARBOARD OR A STRAKE	50	14	12	13	50	14		5 1/4	7/8	3 3/4		7/8	3 1/2			9	7 1/2 A		
B		12	9	14		12													
C		12	8 1/2	14		12								16 3/4	16				
D		12	8 1/2	14		12										9	7 1/2 A		
E		13	10	15		13								16 3/4	17				
F		13	10	13		13													
G		13	10	13		13													
H		13	10	13		13													
J		12	10	12		12									16				
K		12	10	12		12													
L		12	10	10		12													
Main Sheer M	44	13	10	10	44	13									17				
N		12	9	9		12		6	1	4 1/4					16				
Spandrel O	40	15	10	10	40	15						1	3 1/2			10 1/2	7 1/2 A		
P																			
Q																			
DOUBLING of Flat Plate Keel	Increased thickness in lieu of doubling																		
Length and thickness of Bilges	Spar deck Sheerstrake doubled at ends of bridge																		
of Sheerstrakes																			
of Strake below																			
POOP SIDES		7				7													
BRIDGE SIDES		7 1/2				7 1/2													
FORECASTLE SIDES		7				7													
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.?																			
Mild Steel - W. Hartnoll & Co. Ltd., Bolton & Wigan & Co. Consult & Co., Palmers & Co., Dorman Long & Co. Best Iron - J. Hill & Co., J. Dwyer & Co.																			
Spar or Lining (Butts, treble riveted for half length amidship. Stringer Plate (Straps, single, double or overlapped for length amidship. Main Stringer (Butts, treble riveted for whole length amidship. Plate (Straps, single, double or overlapped for length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? Inner Bottom Plating, riveting of Edges Single & Double Butts Double Work length Centre Girder Butts, treble riveted Keelson Butts, riveted. Frames, riveted through Plates with 7/8 in. Rivets, about 5" apart. Rivets, state whether Iron or Steel Iron																			

FRAMES extend in one length from Tank side to Gunwale
REVERSED FRAMES on floors and frames extend from Ordinary frames in peaks.

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	Steel 52.0	21 x 1 3/32	19 1/2 x 1 1/32	17 x 1 1/32	16 x 1 1/32	Two			Single	Treble
	Main	53.3									
	Mizen										
Lowerprit Mast built by J. Ludron & Co. Clockton-on-Dees											
Topmasts, Yards and Remainder of Spars Wood topmasts (telescopic)											
Rigging, Material and Size, Shrouds 3 3/4" gal. iron wire Stays 4 1/4" gal. iron wire											
Sails. One Suit of Sails, and the following spare sails											

EQUIPMENT No. 37673 LETTER W 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.			
30341	1st Bower	50	3	0				42	16	3	14	50	0	0	Lion Patent J. Abbot	1.10.96 Sunderland
30283	2nd "	50	0	14				42	9	0	7	50	0	0	Stockless H. J. Welford	22.9.96 H. J. Welford
14997	3rd "	42	2	0				37	10	0	0	42	2	0	" " " "	15.8.96 Low Walker & Tindale
	Collective weight	143	1	14				142	2	0					Drop test Certificate supplied for cast steel heads	
30504	Stream	12	0	0	3	0	0	13	17	2	0	12	0	0	Common J. Hartshorne	29.10.96 Sunderland
30505	Kedge	6	1	0	1	2	7	8	10	0	0	6	0	0	" " " "	" " " " H. J. Welford
	2nd Kedge															

CHAIN CABLES.												HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate Ton.	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 Towing.	Fathoms and Size Per Rule.			
				Supplied.	Per Rule.												
12504	270	2 1/8	107 1/2 - 76 1/2	579.2	7	573.2	14	270 - 2 1/8	Old link J. Hartshorne	3.11.96 Sunderland	TOWLINE Steel	120	4 1/2	39 tons	120 - 4 1/2		
12505	90	1 3/16	38 - 25 1/8	66.0	22	65.0	16	90 - 1 3/16	" " " "	31.10.96 H. J. Welford	HAWSER	90	3 1/4	22 tons	90 - 3 1/4		
											WARP Manila	90	9		90 - 9		
											Others						

Boats Two life boats, and one other
Pumps, Number Four deck pumps Diameter of Barrel and Tail Pipe 6" and 2 1/2"
Windlass is Emerson, Walker, & Thompson Bros. Capstan
Engine Room Skylights. How constructed? Iron on iron casing 7 ft. high. Boiler casing 3 ft. high
What arrangements for deadlights in bad weather? Thick glass battens in iron hinged covers.
Coal Bunker Openings. How constructed? 3 Hatches each side How are lids secured? Bars & tarpaulins Height above deck? 12"
Number of Scuppers, and number and dimensions of Freeing Ports, &c. 7 Scuppers, 5 Ports (36 x 18) and 3 Ports (33 x 18) Each side of ship.
Ceiling in Holds, thickness and material 2 1/2 W.P. Ceiling 'tween Decks, thickness and material 6 x 2 W.P. battens
Cargo Hatchways. How formed? Steel plate coamings Hatches, If strong and efficient? Solid, 2 1/2" thick
State size No. 1 Hatch (Forward) 22.6 x 15.6 x 42" high No. 2 Hatch 25.0 x 16.0 x 54" high No. 3 Hatch 25.0 x 16.0 x 44" high No. 4 Hatch 25.0 x 15.6 x 34" high
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two deep web plates, and three fore & afters in each
Hatchway No. of Breasthooks 5 1/2 deep floors No. of Crutches 1 1/2 deep floors
Bulwarks, height above deck and description Iron plate 42" high above deck Main Rail, material and size 6" Built angle
The above is a correct description
Builder's Signature (here only) L. Mills. Surveyor's Signature Chas. Fowling.
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)

1896 - May 21. 21. Sept. 11. 1897 - January 29.

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 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 Forgings Report are attached hereto.

The fore peak has been filled with water to height of load line and collision bulkhead found good. The iron decks and tunnel have been tested by hose & found good. The deck pumps have all been tried & found to work satisfactorily.

Drawings
Midship Section
Profile
Steel Deck masts
Pumping Plan

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

Particulars FOR RECORD in the REGISTER BOOK.—Length of Poop 31 ft., R.Q.D. or Break ft., Bridge Dk. 105 ft., F'castle 31.5 ft. (feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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)

Spar dk (Steel), 2 tiers of beams, & web frames.

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. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	107.5	230	Fore peak tank,	✓	✓
Double bottom, forward,	130	313.5	After peak tank,	✓	40.5
Double bottom, under Engines and Boilers,	47.5	143	Midship deep tank,	✓	✓
Double bottom, if under Engines only,		686	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 ✓

for Special Survey No. 1654

Date 23rd May, 1896

for Ordinary Survey No.

Date

229 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
- 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 - 1896 - Aug 5. 8. 10. 13. 18. 21. 25. 28. Sept 1. 3. 5. 7. 8. 9. 10. 16. 22. 25. 29. Oct 1. 2. 5. 7. 9. 13. 16. 20. 23. 28. Nov 2. 5. 6. 11. 12. 13. 14. 16. 17. 18. 21. 24. 26. 30. Dec 1. 2. 3. 4. 9. 12. 30. 1897 - Jan 7. 8. 11. 25. 26. 27. 28. 29. 30. Feb 3. 4. 6. 9. Total No. of Visits 63.

Amount of Entry Fee.....£ 5:

Special Survey Fee ...£ 116:

Travelling Expenses, if any £ :

Fees applied for,

16. 2. 1897

Received by me,

16. 2. 1897

Certificate to be sent to WEST HARTLEPOOL.

of opinion this Vessel should be Classed

100A1

or without Freeboard, as condition of Class

"Spar deck" "with Freeboard"

Chas. Forthing

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

Committee's Minute

FRI. 19 FEB 1897

Character assigned

a + c
+ 2 m c 2. 97

100A1 Steel
Spar dk.
with freeb'd. s. 6" 3

Spar dk (Steel) 2 tiers + web frames