1 ~~or 2~~ Decks. 16 mp

~~IRON OR~~ STEEL STEAMER.

329

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

Received at London Office 11 FEB 91

Date of completion of Report 7th February 1891 Port of Middlesbro-on-Tees.

No. 329 Survey held at Stockton-on-Tees. Date, First Survey 9th September 1890 Last Survey 3rd February 1891

On the Screw Steamer "Daybreak" ex "Calcutta City" (Yard No 255) Rig Schooner.

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS 100 A1 Steel

TONNAGE under Tonnage Deck	2280·52
Do. of Poop	81·31
Do. of Raised Qr. Dk. or Break	169·98
Do. of Bridge House	319·65
Do. of Houses on Deck Chart	5·88
Do. of excess of Hatchways	21·41
Do. of Forecastle	42·83
~~Do. above Crown of Engine Room~~	
Gross Tonnage	2921·58
Less Crew Space	83·16
~~Less above Crown of Engine Room~~	
Tonnage for Fees	2838·42
Less Engine Room	934·91
~~Less Navigation Spaces~~	
Register Tonnage (as cut on Beam)	1903·51

	Feet.
Half Breadth (moulded)	20·15
Depth from upper part of Keel to top of Main Deck Bms, plus rule only	24·41
Girth of Half Midship Frame (as per Rule)	39·91
1st Number	84·47
Length	312
2nd Number	26354
Proportions—Breadths to Length	7·7
Depths to Length—Main Deck to top of Keel	12·7

Destined Voyage

Master David Morgan

Year of appointment (1) As master in service of owner of present vessel: —1882 (2) As master of this vessel 1891

Built at Stockton-on-Tees

When built 1890 Launched 27-12-90

By whom built Ropner & Son

Owners John Wood & Co

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

Residence West Hartlepool.

Port belonging to West Hartlepool.

If Surveyed while Building, and Afloat, ~~or in Dry Dock~~ Yes.

LENGTH on Deck as per Rule: Feet 312 Inches 0 — BREADTH—Moulded: Feet 40 Inches 3¾ — DEPTH Cellular bottom Top of ~~Floors~~ to Main Deck Beams: Feet 20 Inches 2 — Power of Engines: Horse 230 — No. of Decks with Flat laid One, iron; No. of Tiers of Beams 1 & pt.

Dimensions of Ship per Register, Length, 313·6′ breadth, 40·6′ depth, 20·2′. Moulded Depth, ft. 23 ins. 7. Round of Beam Nil inches.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, ~~Bar or~~ Side Plates depth and thickness	10 × 1⅛	10 × 1⅛
STEM, moulding and thickness	10 × 2¾	10 × 2¾
STERN-POST for Rudder do. do.	10 × 6	10 × 6
,, for Propeller	10 × 6	10 × 6
MAIN PIECE of Rudder, diameter at head	8	8
do. at heel	4	4
RUDDER, how constructed: Iron forging Plated usual way		
Can the Rudder be unshipped afloat? Yes.		

FRAMING.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule	20ths per Rule
FRAME, Angles, ~~or [Bars~~, for ½ length amidships	5	3½	8	5	3½	8
Do. for ¼ at each end	5	3½	7	5	3½	7
Do. in way of Double Bottoms	3½	3½	8/16	3½	3½	8/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	—	24	—	—
REVERSED FRAME, Angles	3½	3½	8	3½	3½	8
FLOORS, depth and thickness of Floor Plate at mid-line for ½ length amidships	—	—	—	—	—	—
,, in way of Engines and Boilers	—	—	—	—	—	—
thickness at the ends of vessel	—	—	—	—	—	—
depth at ¾ the half breadth, as per Rule	—	—	—	—	—	—
height extended at the Bilges	—	—	—	—	—	—
FLOORS ~~& BRACKETS~~ in Cell Dble Bottoms	40	—	7/16	40	—	7/16
,, ,, Distance apart	24	—	—	24	—	—
CENTRE GIRDER, in Double Bottom, depth and thickness	50	—	10	50	—	10
,, Angles, Top ~~Bottom~~	4	4	9	4	4	9
SIDE GIRDERS, number and thickness One	—	—	9/16	—	—	9/16
Angles	3½	3½	7/16	3½	3½	7/16
MARGIN PLATE, depth (exclusive of flange) and thickness	29	—	8	26	—	8
,, Angles	3½	3½	8	3½	3½	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	50	—	9/16	50	—	9/16
,, ,, thickness in Engine and Boiler space	—	—	7/16	—	—	7/16
,, ,, ,, Remainder in Holds	—	—	6/16	—	—	6/16
BEAMS, Main and Raised Quarter Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	4½	3	9	4½	3	9
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average space (way of R.Q.D. 5ft)	24	—	—	24	—	—
BEAMS, Lower Deck, ~~Single Angle, Bulb Angle,~~ Plate ~~or Tee~~ Bulb	9½-10½	—	9-10	9½-10½	—	9-10
Angles on Upper Edge	3½	3½	7	3½	3½	7
Average space (at alternate beams hatch and trains)	4½	4	9	4½	4	9
	—	—	As	Profile	—	—
BEAMS, Hold, Plate ~~or Tee Bulb~~ (in Fore Body and aft)	15	—	10	15	—	10
Angles on Upper Edges	4½	4	9	4½	4	9
Average space	—	—	As	Profile	—	—
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate, or Tee Bulb~~	7	3	8/16	7	3	8/16
Angles on Upper Edge	—	—	—	—	—	—
Average space	48	—	—	48	—	—
BEAMS, Bridge Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	7/16	5½	3	7/16
Angles on Upper Edge	—	—	—	—	—	—
Average Space	24	—	—	24	—	—
BEAMS, Forecastle Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	7/16	5½	3	7/16
Angles on Upper Edge	—	—	—	—	—	—
Average space	24	—	—	24	—	—
PILLARS, In 'tween Decks, Size and Spacing	2¼ single, 2¾ double; Spaced as per Rule					
,, Hold and Et B space	3¼ double; Spaced as per Rule					
WEB FRAMES, In Fore Body, No. and Spacing	Eighteen. 5 & 3 frame spaces					
,, ,, Brdth. & Thickness	18	—	8	18	—	8
No. of Side Stringers ,, Three	18	—	8	18	—	8
WEB FRAMES, In After Body, No. and Spacing	Nine 5 & 6 frame spaces					
,, ,, Brdth. & Thickness	18	—	8	18	—	8
No. of Side Stringers ,, two	18	—	8	18	—	8
Size of Angles or Tee Bars to Web Frames	3½	3½	8	3½	3½	8
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	16	—	8	16	—	8

KEELSONS AND STRINGERS.

	Inches in Ship	Inches in Ship	10ths in Ship	Inches per Rule Or as Approved	Inches per Rule	20ths 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 lng	—	—	—	—	—	—
,, Intercostal Plate for length	—	—	—	—	—	—
,, Attached to outside plating with Angle	—	—	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—
,, Bulb or Plate above floors for len.	—	—	—	—	—	—
,, Intercostal Plate for length	—	—	—	—	—	—
,, Attached to outside plating with Angle	—	—	—	—	—	—
BILGE STRINGER Angles	—	—	—	—	—	—
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	44		12	44		12
,, Angle on ditto	4½ × 4½		10	4½ × 4½		10
,, Tie Plates fore & aft, outside Hatchways: Iron plating increased in thickness in way of openings as Plan						
,, ~~Diagonal Tie Plates on Bms, No. of Pairs~~						
,, Flat of Dk* Iron ~~or Steel~~ for whole lng.		7/16				7/16
,, ,, Wood none Material & thickness	—					
,, How fastened to Beams	Rivetted					
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness	41	9		41	9	
,, Angles on ditto, No. two & four	4 × 4 / 4 × 4	9 / 8		4 × 4 / 4 × 4	9 / 8	
,, Tie Plates, outside Hatchways	—	—		—	—	
,, Flat of Deck* Material and thickness	—	—		—	—	
,, How fastened to Beams	—	—		—	—	
Hold Stringer Plate, on ends of Beams	—	—		—	—	
,, Angles on ditto, No.	—	—		—	—	
Poop Deck Stringer Plate, breadth & thickness	26	7/16		26	7/16	
,, Angle on ditto	3½ × 3	6/16		3½ × 3	6/16	
,, Tie Plates	—	—		—	—	
,, Flat of Deck, Material and thickness	Yellow Pine 3	—		3	—	
Bridge Deck Stringer Plate, brdth & thickness	40	10/16		40	10/16	
,, Angle on ditto	4 × 4	9		4 × 4	9	
,, Tie Plates: Iron plating increased in thickness in way of openings						
,, Flat of Deck, Material and thickness	Iron	5/16			5/16	
Forecastle Deck Stringer Plate, brdth & thckns	24	7/16		24	7/16	
,, Angle on ditto	3½ × 3	6/16		3½ × 3	6/16	
,, Tie Plates	—	—		—	—	
,, Flat of Deck, Material and thickness	Iron	5/16			5/16	

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

PLATING.

	Inches in Ship	~~16ths or~~ 20ths in Ship	Inches per Rule Or as Approved	~~16ths or~~ 20ths per Rule
FLAT PLATE KEEL, breadth and thickness	—	—	—	—
,, d'bling or iner'sd thcknss, & lngth appl.	—	—	—	—
PLATES in Garboard Strakes, brd'th & thickness	36	12	36	12
,, From Garboard to lower part of Bilges (State Thickness of Plating in way of Double Bottom)	—	11-10	—	11-10
,, Bilges, ~~number of Strakes and~~ thickness	alternate	12-11	thickness	12-11
,, Of doubling at Bilge, or increased thickness, and length applied	—	—	—	—
,, from up. part of Bilge to lr. edge of Sh'rstrake	—	12-11-(13)	—	12-11-(13)
Raised Quarter Deck Sheerstrake doubled for 24 feet at break				
,, Sheerstrake, breadth and thickness	42	15	42	15
,, Of d'blng at Sh'stk. & lng. applied: Doubled for 20 feet at Bridge front				
,, Poop Sides	—	7/16	—	7/16
,, Raised Quarter Deck Sides	—	10	—	10
,, Bridge Sides upper strake		9/16		9/16
,, Forecastle Sides	36	7/16	36	7/16
Lengths of Plating: Nine frame spaces				

State clearly where plating is of alternate thicknesses—as diminished from diminished thickness at end of vessel.

A.—2000 T. & S.—21-1-90.

Robert Edmund Taylor & Son, Printers, 19, Old Street, Goswell Road, London.

© 2018 Lloyd's Register Foundation

Ceiling betwixt Decks, thickness and material	2½ Pine
„ in hold do. do.	2½ Pine
Number of Breasthooks	Eight.
„ Crutches	Three

BULKHEADS. No. in Vessel Five No. Reqd. by Rule Five

	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
W. T. Bulkheads	4-6/20	Vrtel. 5×3½×8/20	30	Three to upper and	Double.
		Hrzntl. 4½×3×9/20	48	two to R. Q. Dk as proofed	
Partition....		Vrtel. (Bulb angle) Webs &c.	—	—	—
		Hrzntl. —	—	—	—
Longitudinal.		Vrtel. —	—	—	—

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

The **FRAMES** extend in one length from Middle line to tank side — thence to gunwale Riveted through Plates with 7/8 in. Rivets, about 6⅞ apart

The **REVERSED ANGLE** on floors and frames extend from Middle line to above upper stringer and to upper deck alternately, and all to upper deck abaft after peak bulkhead, and alternate ones to Forecastle deck

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 1⅛ in. diameter, averaging 5⅝ 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 3⅜ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble ~~or double~~ riveted; treble for 3/4 lgth.; with rivets 7/8 in. dia., averaging 3⅛ ins. from cr. to cr.

„ F D F & H strakes „ overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3⅛ ins. from cr. to cr.

Butts of all Strakes ~~at Bilge~~ for 3/4 length, treble riveted with Butt Straps 4/20 thicker than the plates they connect. excepting as above stated

Edges from Bilge to Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 7/8 in. diameter, averaging 3⅜ ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble ~~or double~~ riveted; treble for 3/4 lgth.; with rivets 7/8 in. dia., averaging 3⅛ 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 3/4 length amidships. ~~Single or~~ **Double Butt Straps to Stringer Plate** for 1/2 length.

Butts of Inner Bottom Plating Double riveted for 1/2 length. **Butts of Centre Girder** Treble riveted. double straps

Breadth of edge laps of Shell Plating in double riveting 5¼. **Breadth of edge laps of Shell Plating** in single riveting —

Butt Straps of Shell Plating breadth and thickness 16¾.9¾ × 19-16-15/20 & 11-9/16 **Butts, if Lapped, breadth of laps** 9

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & double

State whether Rivets are of Iron or Steel.

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.? Steel plates. Moor Steel & Iron Co, Consett Iron Co & Stockton Malle Co. Steel angles & bulbs. Dorman Long & Co. Iron plates & angles. Stockton Malle Co & West Stockton Iron Ws Co (Siemens Martin Steel)

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? A few, at the butts only

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

MASTS, SPARS, &c.

		Material.	Total Length	At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles Number.	Angles Size.	Riveting Seams.	Riveting Butts.
Lower Masts....	Fore	Iron	77-9	20×6/16	16×5/16	16½×5/16	13½×5/16	Two	—	—	Single	Treble & double
	Main	Iron	68-9	20×6/16	16×5/16	16½×5/16	13½×5/16	Two	—	—	Single	as per Rule.
	Mizen	—	—	—	—	—	—	—	—	—	—	—
Bowsprit		—	—	—	—	—	—	—	—	—	—	—

Topmasts, ~~Yards and Remainder of Spars~~ Pitch pine.

Rigging, Material and Size, **Shrouds** G. I. & Hemp Shrouds 3½ . **Stays** 4¾ Backstays 3¼

Sails. One complete Suit ~~of Sails, and the following spare sails~~

EQUIPMENT No. 29313 LETTER t. **ANCHORS.**

Number of Certificate.		Weight, Ex. 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.
21343	1st Bower ..	45	0	0	Stockless			39	5	0	0	42	2	0	Hartshornes Patent	Hartshorne Co	Tested at R.W.C.P.T. by J. Hartness 20-1-91
21342	2nd „ ..	40	2	14		D°		36	4	1	14	42	2	0	D°	D°	20-1-91
21344	3rd „ ..	37	3	0		D°		34	6	1	0	36	1	0	D°	D°	21-1-91
	Collective w'ght	123	1	14								121	1	0			
21294	Stream	11	0	14	2	2	0	13	0	0	0	10	3	0	Common	Hartshorne Co	26-12-90
21245	Kedge	5	1	14	1	0	14	7	14	0	7	5	2	0	D°	D°	17-12-90
21289	2nd Kedge ..	2	2	14	0	3	0	5	2	2	0	2	2	0	D°	D°	30-12-90

If Patent state Name of Patentee.

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.
8624	271¾	1 14/16	63¾. 88½	449-0-14	270 - 1 14/16	Stud Link	Hartshorne Co	11-11-90 R.W.C.P.T. by
8704	75	1 1/16	22¾. 34⅛	45-3-4	75 - 1 1/16	Stud Link	D°	30-12-90 J. Hartness
Chains callipered as per Cir. 690 and found in order.								
Iron Stream Chain ~~or Steel Wire~~								
Towline* if steel wire	100	4	33	—	100 - 4	Steel wire	Steel hawsers certified by Hood & Corbitt and R. S. Newall & Co (S.S.)	

HAWSERS AND WARPS.

Material.		Fathoms	Size.	Tons	Fathoms & Size. Per Rule.
Towline*		—			
Hawser	Steel wire	90	3⅛	20	90 - 3½
	D°	90	2⅞	16½	90 - 2⅞
	Manilla	180	6½		

Boats Two life boats (22 feet), One Jolly boat (18 feet) and One Gig (18 feet)

Pumps, Number Seven Hand pumps Diameter of Barrel and Tail Pipe Barrel 6" Tail pipe 3½

The Windlass is Emerson Walker & Co (Steam) Capstan Four Steam winches

Engine Room Skylights.—How constructed? Iron on iron coamings.

What arrangements for deadlights in bad weather? Brass shutters with bulls eyes.

Coal Bunker Openings.—How constructed? Iron plates & angles How are lids secured? Hatch bars Height above deck? 21½ & 51

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** Two freeing ports on each side in Well (33 × 24) and four on each side on Raised Quarter Deck (24 × 18) in addition to a sufficient number of Scuppers.

Cargo Hatchways.—How formed?—Iron plates & angles in the usual manner **Hatches,** if strong and efficient?

State size **No. 1 Hatch** (Forward) 22-0 × 14-0 **No. 2 Hatch** 26-0 × 14-0 **No. 3 Hatch** 24-0 × 14-0 **No. 4 Hatch** 24-0 × 14-0.

Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each Hatch Two web plate beams and a partition bulkhead in No 2, and two web plate beams in No 1-3 & 4. Three wood fore and afters in each.

Bulwarks, height above deck and description In Well 66" on R. Q. Dk 42½ Iron plates & stanchions Main Rail, material and size Bulb angle 6 × 3 × 7/16

The above is a correct description,
Builder's Signature, (here only.) pp ROPNER & SON. A S Fowler

Surveyor's Signature, Jesse Williams Robert Haig
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 A.

MDB7/4/A/22 1/2

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

Order for Special ... Date 11th ...
Order for Ordina... Date —
No. 255
State dates a...
General Rem...
The app... The abov... Rules f... Society's ... through... have bee...

PARTICU... (in feet an... Raised ...
No. and Ma... should app... Official N...
PARTICU... Double bo... Double bo... Double bo... Fore peak... Midship d... The ... (If nece... How are ...
FREEBOA... L... State if mark...
The amount ...
Travell... There are of opi...

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

Committ... Charact... +L...

© 2018 Lloyd's Register Foundation

Order for Special Survey No. 19
Date 11th Sept. 1890
Order for Ordinary Survey No. —
Date —
No. 255 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 — First Survey 9th September 1890
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 ... — Last Survey 3rd February 1891
5th. After the ship was launched and equipped

Total No. of Visits 52.

State dates and initials of letters respecting this case July 15th (M) 19th (M) August 1st (M) September 11th (P) & 16th (M) 1890 & January 24th 1891 (M).

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

General Remarks (State quality of workmanship, &c.) This Steel Screw Steamer has been built in accordance with the approved plans of Midships Section and Profile as amended, the Secretary's letters of the above-mentioned dates bearing on the case, and in other respects as required by the Rules for the class contemplated. The workmanship is good throughout.

The steel used in her construction has been tested at the Steel works by the Society's Surveyors in conformity with the Rule requirements; and iron rivets have been used throughout.

The bower anchors are Hartshorne's Patent Stockless, and the cast steel parts of them have been subjected to drop & mechanical tests by Mr D. G. Lewis at Netherton.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.83 ft., R.Q.D. or Break 104 ft., Bridge Dk. 118 ft., F'castle 31.5 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 Sunk Poop. Raised Quarter Deck and Bridge deck joined.

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) 1 dk iron. 1 & pt. tier of beams.

Official No. 98503 ; Signal Letters MBQF

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 ~~242 feet~~ 258 feet and water capacity in tons 550.
Fore peak tank, water capacity in tons ✓. After peak tank, water capacity in tons 24/3/91
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 farther information by sketch.)
How are the surfaces preserved from oxidation? Inside Portland cement & paint Outside Paint

Scott

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 24th January 1891
State if marked on Vessel's sides in accordance with Notice No. ~~612~~ LL13 Yes

In Summer	2 ft.	4 ins.	To top of Wood, Iron or Steel Upper Deck. Statutory Deck Line
In Winter	2 ft.	8½ ins.	
For Winter in North Atlantic	3 ft.	1 ins.	
Fresh Water above the centre of disc		5½ ins.	

The amount of Entry Fee........ £ 5 : 0 : 0 is received by me, RHL
Special ... £ 95 : 19 : 0 10.2.1891
Certificate* £ : :
Travelling Expenses, if any £ : :

*Certificate to be sent to

~~I am~~ We are of opinion this Vessel should be Classed ✠ 100 A 1 Steel

Jesse Williams Robert Haig
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Committee's Minute FRI. 13 FEB 1891
Character assigned

+LMC 2/91 ✓ 100 A 1 Stl
A. & C.P. 1 Dk. (Iron) 2 trs B. & webframes
Well Dk.

It is submitted that this vessel appears eligible to be classed 100 A1 (Steel) as recommended.
1 Dk. (Iron.) 2 trs Beams and web frames
Cell. D.B. (particulars above)
Well Dk.

© 2018 Lloyd's Register Foundation