

1 or 2 Decks.

## IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes*Received at London Office, *11*Date of completion of Report *March 9<sup>th</sup> 1891* Port of *Middlesbrough*No. *363* Survey held at *Stockton on Tees* Date, First Survey *October 3<sup>rd</sup> 1890* Last Survey *March 2<sup>nd</sup> 1891*On the *Screw Steamer*

ONE OR TWO DECKED VESSEL.

CLASS *100 A1 Steel\**

FEET.

Master *(Not appointed)*Year of appointment *(1) As master in service of owner of present vessel: 18*  
*(2) As master of this vessel: 18*Built at *Stockton on Tees*When built *1891* Launched *Jan. 1891*By whom built *Werner & Son*Owners *F. Stumore & Co*Managers *do do*

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

Residence *34 Leadenhall St London*Port belonging to *London*

On the	
TONNAGE under	1286.34
Gonage Deck...	
of Poop	81.87
of Raised Qr.	170.8
of Bridge House	333.41
of Houses on Deck	6.06
of excess of Hatchways	28.65
of Forecastle	42.72
above Crown of	
Engine Room	2948.76
oss Tonnage	83.89
Crew Space	
above Crown of	
Engine Room	2865.7
Navigation Space	943.6
Engine Room	
Navigation Space	
Master Tonnage	1921.67
cut on Beam	

Half Breadth (moulded)	20.15
Depth from upper part of Keel to top of Main Deck Bm	24.41
Girth of Half Midship Frame (as per Rule)	39.91
1st Number	84.44
Length	312.00
2nd Number	2635.4
Proportions—Breadths to Length	7.7
Depths to Length—Main Deck to top of Keel	12.7
Destined Voyage	<i>Cumbria to land if Surveyed while Building Afloat, or in Dry Dock</i>

GTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH—	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
per Rule	312	0	Moulded	40	3 3/4	Top of Floor to Main Deck	20	2	Engines	230	1	1

Dimensions of Ship per Register, Length, *313.4* breadth, *40.3* depth, *20.2*

## FORGINGS AND CASTINGS.

L. Bar or Side Plates depth and thickness	10 x 1 1/2	10 x 1 1/2
M. moulding and thickness	10 x 2 1/2	10 x 2 1/2
RN-POST for Rudder do. do.	10 x 6	10 x 6
for Propeller	10 x 6	10 x 6
PIECE of Rudder, diameter at head	8	8
do. at heel	4	4
DER, how constructed	<i>Iron forging plated in usual way</i>	
the Rudder be unshipped afloat?	<i>Yes</i>	

## FRAMING.

IE, Angles, or <i>3</i> Bars, for $\frac{1}{2}$ length amidships	5	3 1/2	8	5	3 1/2	8
for $\frac{1}{2}$ at each end	5	3 1/2	7	5	3 1/2	7
in way of Double Bottoms	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2
ee of Frames from moulding edge to	24	—	—	24	—	—
ding edge, all fore and aft	3 1/2	3 1/2	8	3 1/2	3 1/2	8
USED FRAME, Angles	—	—	—	—	—	—
RS, depth and thickness of Floor Plate	—	—	—	—	—	—
at mid-line for $\frac{1}{2}$ length amidships	—	—	—	—	—	—
in way of Engines and Boilers	—	—	—	—	—	—
thickness at the ends of vessel	—	—	—	—	—	—
depth at $\frac{1}{2}$ the half breadth, as per Rule	—	—	—	—	—	—
height extended at the Bilges	—	—	—	—	—	—
RS & BRACKETS, in Cell Dble Bottoms	40	—	7 1/2	40	—	7 1/2
Distance apart	24	—	—	24	—	—
IE GIRDER, in Double Bottom, depth	50	—	10	50	—	10
and thickness	—	—	—	—	—	—
Angles, Top	4	4	9	4	4	9
Angles, Bottom	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2
RDERS, number and thickness	24	—	8	24	—	8
IN PLATE, depth (exclusive of flange)	3 1/2	3 1/2	8	3 1/2	3 1/2	8
and thickness	50	—	7 1/2	50	—	7 1/2
Angles	—	—	—	—	—	—
BOTTOM PLATING, breadth and	—	—	—	—	—	—
thickness of Middle Line Strake	—	—	—	—	—	—
thickness in Engine and Boiler space	—	—	—	—	—	—
Remainder in Holds	—	—	—	—	—	—
Main and Raised Quarter Deck,	7 1/2	3	9	7 1/2	3	9
Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	24	—	—	24	—	—
Average space	9 1/2-10 1/2	—	9-10	9 1/2-10 1/2	—	9-10
Lower Deck, Single Angle, Bulb	3 1/2	3 1/2	7	3 1/2	3 1/2	7
Angle, Plate or Tee Bulb	15	—	10	15	—	10
Angles on Upper Edge	4 1/2	4	9	4 1/2	4	9
Average space	11	—	10	11	—	10
Hold, Plate or Tee Bulb (in star body)	4 1/2	4	9	4 1/2	4	9
Angles on Upper Edges	—	—	—	—	—	—
Average space	11	—	10	11	—	10
Poop Deck, Angle, Bulb Angle, Plate	4	3	7 1/2	4	3	7 1/2
or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	—	—	—	—	—	—
Average space	4 1/2	—	11 1/2	—	—	—
Bridge Deck, Angle, Bulb Angle,	5 1/2	3	7 1/2	5 1/2	3	7 1/2
Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	24	—	—	24	—	—
Average Space	—	—	—	—	—	—
Forecastle Deck, Angle, Bulb Angle,	5 1/2	3	7 1/2	5 1/2	3	7 1/2
Plate or Tee Bulb	—	—	—	—	—	—
Angles on Upper Edge	24	—	—	24	—	—
Average space	11	—	10	11	—	10
In 'tween Decks, Size and Spacing	1 1/2 Single	—	Specified as Rule	1 1/2 Single	—	Specified as Rule
Hold or B. Space	2 1/2 Double	—	Specified as Rule	2 1/2 Double	—	Specified as Rule
IES, In Fore Body, No. and Spacing	18	—	18	—	—	—
Brdth. & Thickness	18	—	18	—	—	—
IES, In After Body, No. and Spacing	18	—	18	—	—	—
Brdth. & Thickness	18	—	18	—	—	—
No. of Side Stringers	18	—	18	—	—	—
IES, In Fore Body, No. and Spacing	18	—	18	—	—	—
Brdth. & Thickness	18	—	18	—	—	—
No. of Side Stringers	18	—	18	—	—	—
of Angles or Tee Bars to Web Frames	3 1/2	3 1/2	8	3 1/2	3 1/2	8
PLATES to Stringers between	16	—	16	—	—	—
frames, Depth and Thickness	—	—	—	—	—	—

Moulded Depth, ft. *23* ins. *7*Round of Beam *12* inches. *8*

## KEELSONS AND STRINGERS.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule	Inches per Rule	20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	—	—	—	—	—	—
Rider Plate	—	—	—	—	—	—
Bulb Plate to Intercoastal Keelson	—	—	—	—	—	—
Horizontal Plates on Floors	—	—	—	—	—	—
Angles	—	—	—	—	—	—
SIDE KEELSON, Angles	—	—	—	—	—	—
Bulb or Plate above floors for	—	—	—	—	—	—
Intercoastal Plate for	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—
Bulb or Plate above floors for	—	—	—	—	—	—
Intercoastal Plate for	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—
BILGE STRINGER Angles	—	—	—	—	—	—
Bulb Plate for	—	—	—	—	—	—
Intercoastal Plate for	—	—	—	—	—	—
Attached to outside plating with Angle	—	—	—	—	—	—
SIDE STRINGER Angles	—	—	—	—	—	—
Bulb or Intercoastal Plate for	—	—	—	—	—	—
Main and Raised Quarter Deck Stringer	—	—	—	—	—	—
Plate, on ends of Beams, breadth & thkness	4 1/2	12	4 1/2	12	—	—
Angle on ditto	4 1/2 x 4 1/2	10	4 1/2 x 4 1/2	10	—	—
Tie Plates fore & aft, outside Hatchways	—	—	—	—	—	—
Diagonal Tie Plates on Bms, No. of Pairs	—	—	—	—	—	—
Flat of Dk* Iron or Steel for <i>Whole</i> lng.	—	—	—	—	—	—
Wood <i>None</i> Material & thickness	—	—	—	—	—	—
How fastened to Beams	—	—	—	—	—	—
Lower Deck Stringer Plate, on ends of	—	—	—	—	—	—
Beams, breadth and thickness	4 1/2	9	4 1/2	9	—	—
Angles on ditto, No. <i>See 7</i>	4 1/2	9	4 1/2	9	—	—
Tie Plates, outside Hatchways	4 1/2	9	4 1/2	9	—	—
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	2 1/2	7 1/2	2 1/2	7 1/2	—	—
Tie Plates	3 1/2 x 3	7 1/2	3 1/2 x 3	7 1/2	—	—
Flat of Deck, Material and thickness	—	—	—	—	—	—
Bridge Deck Stringer Plate, brdth & thickness	4 1/2	9	4 1/2	9	—	—
Angle on ditto	4 1/2	9	4 1/2	9	—	—
Tie Plates	4 1/2	9	4 1/2	9	—	—
Flat of Deck, Material and thickness	—	—	—	—	—	—
Forecastle Deck Stringer Plate, brdth & thkness	2 1/2	7 1/2	2 1/2	7 1/2	—	—
Angle on ditto	3 1/2 x 3	7 1/2	3 1/2 x 3	7 1/2	—	—
Tie Plates	—	—	—	—	—	—
Flat of Deck, Material and thickness	—	—	—	—	—	—

## PLATING.

	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	16ths or 20ths per Rule
FLAT PLATE KEEL, breadth and thickness	—	—	—	—
d'bling or incr'd thkness, & 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	12-11	—	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 2 1/2 feet at break	—	—	—	—
Sheerstrake, breadth and thickness	4 1/2	15	4 1/2	15
Of d'bling at Sh'rstk. & lng. applied	—	—	—	—
Poop Sides	—	—	—	—
Raised Quarter Deck Sides	—	—	—	—
Bridge Sides	36	4 1/2	36	4 1/2
Forecastle Sides	—	—	—	—
Lengths of Plating	—	—	—	—

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

© 2018

Lloyd's Register Foundation



CEILING betwixt Decks, thickness and material *2 1/2" Pine*  
in hold do. do. *2 1/2" 90*  
Number of Breasthooks *Eight*  
Crutches *Three*

BULKHEADS.	No. in Vessel	Thickness.	Angles.	Spacing.	No. Reqd. by Rule	Height up.	Sngl. or Dbl. Frames.
W. T. BULKHEADS	<i>Five</i>	<i>2 1/2"</i>	<i>Vrtcl. 3/4 x 3 1/2"</i>	<i>30"</i>	<i>Three to upper deck</i>	<i>Double</i>	<i>Double</i>
PARTITION...			<i>Hzntl. 7 1/2 x 3 1/2"</i>	<i>18"</i>	<i>Two to R. L. 2nd</i>	<i>Double</i>	<i>Double</i>
LONGITUDINAL			<i>Vrtcl. (Bulk Angles)</i>		<i>as Profile</i>		

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*  
The REVERSED ANGLE on floors and frames extend from *Middle line to upper side stringer & upper deck alternately. All reverse frames to upper deck at all after peak bulkhead, & alternately to Forecastle deck as per Rule.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Carboard, double riveted to Bar Keel or Flat Plate Keel, with rivets *1 1/2"* in diameter, averaging *5 1/2"* ins. from centre to centre.

Edges of Carboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4"* in diameter, averaging *3 1/2"* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *3/4"* length; with rivets *3/4"* in dia., averaging *3 1/2"* ins. from cr. to cr.

" *4 D. S. H. Strakes*, overlapped for *Whole* length, treble riveted for *Whole* length; with rivets *3/4"* in dia., averaging *3 1/2"* ins. from cr. to cr.

Butts of *all* Strakes at Bilge for *3/4"* length, treble riveted with Butt Straps *1/2"* thicker than the plates they connect. *excepting overlaps*

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets *3/4"* in diameter, averaging *3 1/2"* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *3/4"* length; with rivets *3/4"* in dia., averaging *3 1/2"* ins. from cr. to cr.

" " " overlapped for *3/4"* length, treble riveted for *3/4"* length; with rivets *3/4"* in dia., averaging *3 1/2"* 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 *5 1/2"*. *Breadth of edge laps of Shell Plating in single riveting*

Butt Straps of Shell Plating breadth and thickness *16 1/2" - 9 1/2" x 1/2" - 11 1/2" - 11 1/2"*. *Butts, if Lapped, breadth of laps 9*

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

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. Mon. steel. Iron Co. Consult Iron Co. & Stockton Mill Co. Steel Angles? bulks. Foreman Long & Co. Iron plates? angles. Stockton Mill Co. & West Stockton Iron Works Co. (Summers 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? *Yes in the butts only*

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

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore .....	<i>Iron</i>	<i>7'-9"</i>	<i>20 x 1/2"</i>	<i>16 x 1/2"</i>	<i>16 1/2 x 1/2"</i>	<i>13 1/2 x 1/2"</i>	<i>Two</i>			<i>Single</i>	<i>Treble &amp; double</i>
LOWER MASTS....											
Main .....	<i>Iron</i>	<i>6'-9"</i>	<i>20 x 1/2"</i>	<i>16 x 1/2"</i>	<i>16 1/2 x 1/2"</i>	<i>13 1/2 x 1/2"</i>	<i>Two</i>			<i>Single</i>	<i>as per Rule</i>
Mizen .....											

Bowspit

Topmasts, Yards and Remainder of Spars *Pitch pine*

Rigging, Material and Size, Shrouds *G. S. Ware & Hemp* Shrouds *3 1/2"* Stays *H. S. Back Stay 3 1/2"*

Sails. *One Complete* Suit of *Sails, and the following spare sails*

EQUIPMENT NO. 29313 LETTER E										ANCHORS.								
Number of Certificate.		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.				
21473	1st Bower ..	42	2	7	39	12	3	14	42	2	0			Hartshorn's Patent	Hartshorn's Co	18.2.91		
21471	2nd " ..	40	0	14	"	"	"	"	35	16	3	14	42	2	0	"	"	18.2.91
21472	3rd " ..	37	0	14	"	"	"	"	33	16	3	14	36	1	0	"	"	18.2.91
	Collective weight	122	2	7									121	1	0			
21470	Stream ....	0	3	14	2	2	0	12	15	1	7	10	3	0	Common	Hartshorn's Co	18.2.91	
21326	Kedge .....	5	2	7	1	1	0	7	18	1	21	5	2	0	"	"	13.1.91	
21378	2nd Kedge ..	2	2	7	0	2	21	5	2	2	0	2	2	0	"	"	19.1.91	

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.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.
8812	270	1 1/4"	85 1/2	63 1/4	270 x 1 1/4"	Stud link	Hartshorn & Co	R. N. B. P. 17.1.91	TOWLINE*			
8837	75	1 1/4"	34 1/2	12 1/4	75 x 1 1/4"	Stud link	"	R. N. B. P. 28.1.91	Hawser Steel wire	90	3/8"	90 - 3/8"
										90	1 1/2"	90 - 1 1/2"
										180	6"	
										180	6"	

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 3 1/2"*

The Windlass is *by Emerson Walker & Co.* Capstan *Four Steam winches*

Engine Room Skylights.—How constructed? *Iron on iron casements*

What arrangements for deadlights in bad weather? *Leak shutters with bulls eyes*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Hatch bars* Height above deck? *21 1/2" & 51"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Two freeing ports in well on each side (33" x 24") & four on each side on raised quarter deck (24" x 13") in addition to a sufficient number of scuppers.*

Cargo Hatchways.—How formed?—*Plates & angles in the usual manner* Hatches, if strong and efficient? *Yes 3" thick*

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

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Two web plates & an iron partition bulkhead in No. 2, & two web plates in No. 3 & 4. Three T iron fore & afters to each hatch*

Bulwarks, height above deck and description *In Hell 66" on R. 2nd 42 1/2" Iron plates & stanchions* Main Rail, material and size *Bull Angle 6" x 3 1/2"*

The above is a correct description.

Builder's Signature, (here only.) *ROPNER & SON.*

Surveyor's Signature, *Robert Haig & Jesse Williams.*

Surveyor to Lloyd's Register of British and Foreign Shipping



Order for Special Survey No. 20  
Date Sept. 11<sup>th</sup> 1890  
Order for Ordinary Survey No. ✓  
Date ✓  
No. 256 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

First Survey, October 3<sup>rd</sup> 1890

Last Survey March 2<sup>nd</sup> 1891

Total No. of Visits 58

State dates and initials of letters respecting this case July 15<sup>th</sup> (M). August 1<sup>st</sup> (M). September 11<sup>th</sup> (P) 16<sup>th</sup> (M) 1890. & January 27<sup>th</sup> 1891 (M) & 10.2.91 (M)

**General Remarks** (State quality of workmanship, &c.) This steel screw steamer is a sister ship to the S.S. Daybrook built by the same builders, in accordance with the approved Midship Section Profile plans as amended, the Secretaries 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 the construction of this ship has been tested by the Society's Surveyors in conformity with the Rules, and iron rivets have been used throughout.

The Bower Anchors are Harbushorn's Patent Stockless, and the cast-steel parts of them have been subjected to drop & mechanical tests by D. G. Lewis at Metheron.

**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 & 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 deck iron. 17 tiers of beams

Official No. 98902; 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 258 ft. 2 in. and water capacity in tons 550

Fore peak tank, water capacity in tons ✓. After peak tank, water capacity in tons 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 further information by sketch.)

How are the surfaces preserved from oxidation? Inside Portland cement & paint. Outside Paint

**FREEBOARD** assigned by the Committee, as per Secretary's

Letter, dated 20 February 1891

State if marked on Vessel's sides in accordance with Notice No. 113

In Summer 2 ft. 4 in.

In Winter 2 ft. 8 1/2 in.

For Winter in North Atlantic 3 ft. 1 in.

Fresh Water above the centre of disc 5 1/2 in.

To top of Wood, Iron or Steel Upper Deck.

Statutory deck line

The amount of Entry Fee, £ 5 : 0 : 0 is received by me, R42

Special ... £ 96 : 12 : 6 10.5.1891

Certificate\* £ :

Travelling Expenses, if any £ :

I am of opinion this Vessel should be Classed 100 A 1 Steel

\* Certificate to be sent to

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

Committee's Minute

Character assigned

+ Lr hls 2/91 100A 1 Steel

a. C.P. 1 Stk. (Iron) 2 trs B. web frames

hell Stk.

It is submitted that this vessel appears eligible to be Classed 100 A 1 (Steel) as recommended. 100 A 1 (Steel) 2 trs beams & web frames. All D.B. (Particulars above) Well Stk.

10/3/91