

Spar, ~~Awning or~~
Part Awning Dk.

IRON OR STEEL STEAMER.

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

Received at London Office

Date of completion of Report *24th March 1892*Port of *Middlesbrough*No. *673*Survey held at *Middlesbrough*Date, First Survey *29th Sept 1891*Last Survey *19th March 1892*On the *Steel Screw Steamer*

AFRIKANDER

Rig *Schooner (2 Masts)*TONNAGE under Tonnage Deck... *2570.81*

Do. between Tonnage Dk. and 3rd Ath. Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop *79.63*

Do. of Raised Or. Dk. or Break

Do. of Bridge House (and Houses) *23.99*Do. of Houses on Deck *15.05*Do. of excess of Hatchways *21.11*Do. of Forecastle *44.87*

Do. above Crown of Engine Room

Gross Tonnage *2455.46*Less Crew Space *590.22.39*Less above Crown of Engine Room *58.27*TONNAGE FOR FEES... *2697.19*Less Engine Room *881.75*

Less Navigation Spaces

Register Tonnage as cut on Beam... *1493.05*SPAR, ~~AWNING OR PART AWNING~~ DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100 A*

FEET.

Half Breadth (moulded) *20.16*Depth from upper part of keel to top of Main Deck Beams *20.83*Girth of Half Midship Frame (as per Rule) *37.46*1st Number *78.45*Length *308.08*2nd Number *24168*Proportions—Breadths to Length *7.64*Depths to Length—Main Deck to top of Keel *14.78*Master *Hulbrook*Year of Appointment *(1) As Master in service of owner of present vessel: 1892*Built at *Middlesbrough*When built *1891-2* Launched *28th Dec 1891*By whom built *Raylton Dixon & Co.*Owners *British & Colonial Steam Nav. Co.*Managers *(Am)*

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

Residence *London*Port belonging to *London*

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>308</i>	<i>1</i>		<i>40</i>	<i>4</i>		<i>25</i>	<i>6</i>		<i>500</i>		<i>2</i>	<i>2</i>

Dimensions of Ship per Register, Length *309.5* breadth *40.6* depth *25.4* Spar or Awn. Dk.Moulded depth, ft. *20* ins. *0 1/2* To Main Dk. Round up of Beam, Main Dk. *10* ins.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	<i>9 x 3</i>	<i>9 x 2 1/16</i>
STEM, moulding and thickness	<i>10 x 2 7/8</i>	<i>10 x 2 7/8</i>
STERN-POST for Rudder do. do.	<i>10 x 6</i>	<i>10 x 6</i>
" for Propeller	<i>8</i>	<i>8</i>
MAIN PIECE of Rudder, diameter at head do. at heel	<i>4</i>	<i>4</i>
RUDDER, how constructed	<i>Trig. plan</i>	
Can the Rudder be unshipped afloat?	<i>Yes</i>	

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FRAME Angles, <i>7</i> Bars for $\frac{1}{2}$ length amidships	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
Do. in way of Double Bottoms	<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>		<i>24</i>		
REVERSED FRAME Angles	<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>3</i>
FLOORS, 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-bdth. as per Rule					
" height extended at the Bilges					
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>7</i>	<i>40</i>	<i>7</i>	
" Distance apart	<i>24</i>		<i>24</i>		
CENTRE GIRDER, in Double bottom, depth and thickness	<i>40</i>	<i>10</i>	<i>40</i>	<i>10</i>	
" Angles, Top <i>4 x 4 x 3/16</i> Bottom			<i>4</i>	<i>4</i>	<i>9</i>
SIDE GIRDERS, number and thickness	<i>(1)</i>	<i>7</i>	<i>(1)</i>	<i>7</i>	
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>27</i>	<i>8</i>	<i>26</i>	<i>8</i>	
" Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>	<i>9</i>	<i>36</i>	<i>9</i>	
" thickness in Engine and Boiler space		<i>7/16</i>		<i>7/16</i>	
" Remainder in Holds		<i>9/16</i>		<i>9/16</i>	
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>
" Angles on upper edge					
" Average space	<i>24</i>		<i>24</i>		
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	<i>3</i>
" Angles on upper edge					
" Average space	<i>24</i>		<i>24</i>		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb					
" Angles on upper edge					
" Average space					
BEAMS, Hold, or Orlop, Plate or Tee Bulb					
" Angles on upper edge					
" Average space					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>
" Angles on upper edge					
" Average space	<i>48</i>		<i>48</i>		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>
" Angles on upper edge					
" Average space	<i>48</i>		<i>48</i>		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	
" Angles on upper edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>
" Average space	<i>48</i>		<i>48</i>		
PILLARS, in 'tween Decks, Size and Spacing	<i>2 1/4</i>	<i>48</i>	<i>2 1/4</i>	<i>48</i>	
" Hold	<i>3 1/2</i>		<i>3 1/2</i>		
WEB FRAMES, in Fore Body, No. and spacing br'dth and thickness	<i>18</i>	<i>8</i>	<i>18</i>	<i>8</i>	
" No. of Side Stringers	<i>(2)</i>	<i>18</i>	<i>(2)</i>	<i>18</i>	
WEB FRAMES, in After Body, No. and spacing br'dth and thickness	<i>18</i>	<i>8</i>	<i>18</i>	<i>8</i>	
" No. of Side Stringers	<i>(2)</i>	<i>18</i>	<i>(2)</i>	<i>18</i>	
" Size of Angles or Tee Bars to Web Frames	<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>20</i>	<i>8</i>	<i>18</i>	<i>8</i>	

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floor, 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 length					
" Intercoastal Plate, for length					
" Attached to outside Plating with Angle					
BILGE KEELSON, Angles					
" Bulb or Plate above floors, for length					
" Intercoastal Plate, for length					
" Attached to outside Plating with Angle					
BILGE STRINGER Angles					
" Bulb Plate, for length					
" Intercoastal Plate, for length					
" Attached to outside Plating with Angle					
SIDE STRINGER Angles					
" Bulb or Intercoastal Plate, for length					
Spar, or Awning Deck Stringer Plates, on ends of Beams, breadth and thickness	<i>44</i>	<i>9</i>	<i>44</i>	<i>9</i>	
" Angle on ditto	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
" Tie Plates, fore and aft, outside Hatchways					
" Diagonal Tie Plates on Bms, No. of pps.					
" Flat of Deck, * Iron or Steel, for whole len.		<i>6</i>		<i>6</i>	
" Wood Material and thickness					
" How fastened to Beams	<i>pivoted</i>				
Main Deck Stringer Plate, breadth & thickness	<i>44</i>	<i>10</i>	<i>44</i>	<i>10</i>	
" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>	
" Tie Plates, outside Hatchways					
" Diagonal Tie Plates on Bms, No. of pps.					
" Flat of Deck, * Iron or Steel, for whole len.		<i>6</i>		<i>6</i>	
" Wood Material and thickness					
" How fastened to Beams	<i>pivoted</i>				
Lower Deck Stringer Plates, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates, outside Hatchways					
" Flat of Deck, * Material and thickness					
" How fastened to Beams					
Hold, or Orlop Stringer Plate, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates, outside Hatchways					
" Flat of Deck, Material and thickness					
" How fastened to Beams					
Poop Deck Stringer Plate, breadth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>	
" Angles on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	
" Tie Plates	<i>1 1/2</i>	<i>7</i>	<i>1 1/2</i>	<i>7</i>	
" Flat of Deck, Material and thickness	<i>P.P. 3</i>	<i>7</i>	<i>P.P. 3</i>	<i>7</i>	
Bridge Deck Stringer Plate, br'dth & thickness	<i>39</i>	<i>7</i>	<i>39</i>	<i>7</i>	
" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>	<i>8</i>	
" Tie Plates	<i>1 1/2</i>	<i>7</i>	<i>1 1/2</i>	<i>7</i>	
" Flat of Deck, Material and thickness	<i>P.P. 3</i>	<i>7</i>	<i>P.P. 3</i>	<i>7</i>	
Forecastle Deck Stringer Plate, br'dth & thickness	<i>33</i>	<i>6</i>	<i>33</i>	<i>6</i>	
" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	
" Tie Plates	<i>1 1/2</i>	<i>7</i>	<i>1 1/2</i>	<i>7</i>	
" Flat of Deck, Material and thickness	<i>P.P. 3</i>	<i>7</i>	<i>P.P. 3</i>	<i>7</i>	

PLATING.

	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
FLAT PLATE KEEL, breadth and thickness				
" Dblg or incr'd thickn's & len. appl.				
PLATES in Garboard Strakes, breadth & thickness from Garboard to lower part of Bilges	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
" State Thickness of Plating in way of Double Bottom		<i>10</i>		<i>10</i>
" Bilges, No. of Strakes and thickness	<i>2</i>	<i>12</i>	<i>2</i>	<i>12</i>
" Of doubling at Bilge, or increased thickness, and length applied	<i>1</i>		<i>1</i>	
" from up. part of Bilge to l. edge of Sh'rstrake	<i>11</i>		<i>11</i>	
Main Sheerstrake, breadth and thickness	<i>42</i>	<i>13</i>	<i>42</i>	<i>13</i>
" Of doubling in Sh'stk. & lng. applied	<i>10</i>		<i>10</i>	
" from Main to Spar Dk. or Awn. Dk. Sh'rstrake	<i>40</i>	<i>13</i>	<i>40</i>	<i>13</i>
" Spar or Awn. Dk. Sh'rstrake, br'dth & thickness				
" Poop sides	<i>7</i>		<i>7</i>	
" Bridge sides	<i>7</i>		<i>7</i>	
" Forecastle sides	<i>7</i>		<i>7</i>	
Lengths of Plating	<i>7 spaces of frames</i>			

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

BULKHEADS.		No. in Vessel	No. Req'd. by Rule
Thickness	Angles	Spacing	Height up
W. T. BULKHEADS	756	30	Weather deck double
PARTITIONS	✓	30	more over 4 ft beam + 4 ft
LONGITUDINAL	✓	30	more under 4 ft

Ceiling betwixt Decks, thickness and material *2 1/2 in*
 " in hold do. do. *2 1/2 in*
 Number of Breasthooks *Nine*
 " Crutches *deep floors*

Are the outside Plates doubled two spaces of Frames in length? *no*
 The FRAMES extend in one length from *Centre bilge, bilge to top keels*
 The REVERSED ANGLE on floors and frames extend from *Centre bilge, bilge to top keels*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
 Carboard, double riveted to Bar Keel *on Flat Plate Keel*, with rivets *1/8* in. diameter, averaging *5 7/8* ins. from centre to centre.

Edges of Carboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked clencher, treble *or double* riveted; treble for *3/4* length; with rivets *3/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

" *Bottom Plating* overlapped for *Whole* length, treble riveted for *Whole* length; with rivets *3/8* in. dia., averaging *3 1/2* ins. from cr. to cr.
 Butts of *1* Strakes at Bilge for *3/4* length, treble riveted with Butt Straps *4/10* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
 Butts from Bilge to Main Sheerstrake, worked clencher, treble *or double* riveted; treble for *3/4* length; with rivets *3/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

" overlapped for *Whole* length, treble riveted for *Whole* length; with rivets *3/8* in. dia., averaging *3 1/2* ins. from cr. to cr.
 Edges of Main Sheerstrake, double *single* riveted. Spar *on Lining* Sheerstrake, double *single* riveted.

Butts of Main Sheerstrake, treble riveted for *Whole* length *amidships*. Butts of Spar *on Lining* Sheerstrake, treble riveted *3/4* length amidships.
 Butts of Main Stringer Plate, treble riveted for *3/4* length amidships. Butts of Spar *on Lining* Stringer Plate, treble riveted for *3/4* length.

" *Single or Double Straps for* length amidships. " *Single or Double Straps for* length.
 Butts of Inner Bottom Plating *double* riveted for *2* length. Butts of Centre Girder *treble* riveted.

Breadth of edge laps of Shell Plating in single riveting *5 1/4*. Breadth of edge laps of Shell Plating in double riveting *9*.
 Butt Straps of Shell Plating, breadth and thickness *1 9/16 x 3/4* *1 7/8 x 1/2*. Butts, if lapped, breadth of laps *9*.

Butt Straps of Keelsons, Stringer and Tie Plates, treble *double* riveted.
 Manufacturer's name or trade mark of the *Steel* (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Siemens Martin Steel. Connell, Stockton Malleable I.C., Moon & S.C., West H. Prod. & S.C.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
 Is the riveted work properly closed? *no*

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* Are the rivet break into or through the seams or butts of plating? *a few*

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

MASTS, SPARS, &c.		DIAMETER AND THICKNESS.		No. of Plates in round.		ANGLES.		RIVETING.	
Material.	Total length.	At Partners.	Heel.	Number.	Size.	Seams.	Butts.		
Fore	44.3	23 x 7/16	12 x 5/16	12 x 5/16	12 x 5/16	12 x 5/16	12 x 5/16	Single	Double
Main	72.6	23 x 7/16	12 x 5/16	12 x 5/16	12 x 5/16	12 x 5/16	12 x 5/16	Single	Double
Mizen									

Bowsprit *yes*
 Topmasts, Yards and Remainder of Spars *Iron*

Rigging, Material and Size, Shrouds *Iron & Main 3 1/2 Iron wire*. Stays *Iron 1/4, Main 3/4 Iron wire*.
 Sails. *One complete* Suit of Sails and the following spare sails

EQUIPMENT No. *30260* LETTER *u*. ANCHORS.

Number of Certificate.	Weight, Ex Stock.	Weight of Stock.	Test per Certificate.	Weight Reg. P. R. Rule.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
23209 1st Bower	51 1 14	43 4 2	21 45 2	0			
23209 2nd "	50 2 14	42 15 1	7 45 2	0	Parker Patent	H. P. Parker & Co.	R. W. C. 30-1-92, Hartness.
23209 3rd "	43 3 14	33 10 2	14 39 0	0			
4th "							
Collative weight	145 3 14		130 0 0				
Stream							
14306 Kedg	11 1 4	2 3 11	5 0 0	11 1 0			L. P. H. Jipson
14309 2nd Kedg	5 3 13	1 0 20	8 2 3	7 5 2	Rodgers	S. Taylor & Son	10-2-92
14305	2 3 3	0 3 0	5 7 2	0 2 3			E. R. Smith

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	Weight of Chain Cable.	Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size.
12591	150 5/16	1 1/2	94 1/2	290-0-0	300 x 1 1/2	Shank	L. P. H. Jipson	17-2-92	Towline Steel	90	3/4	90 x 3/4
12592	150 5/16	1 1/2	67 1/2	289-2-13	300 x 1 1/2	Shank	E. R. Smith	Sept	Hawser Manila	90	1 1/2	90 x 1 1/2
12692	90 3/4	1 1/2	34 1/2	60-1-0	90 x 1 1/2	Stud link	S. Taylor & Son		Wire	90	7	
Towline Steel wire	100	4	33	100 x 4					Wire	90	5 1/2	

Boats *Two Life Boats and two others*.
 Pumps, Number *Seven hand pumps*. Diameter of Barrel and Tail Pipe *5" Barrel, 2 1/2 Tail pipe*

The Windlass is *Iron Board*. Capstan *✓*

Engine Room Skylights.—How constructed? *Plates and Angles*.
 What arrangements for deadlights in bad weather? *Strong steel shutters and lullseyes*.

Coal Bunker Openings.—How constructed? *Plates and Angles*. How are lids secured? *battened down* Height above deck? *16"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *on each side, three scuppers, and three freeing ports for 3-0 x 1-6.*

Cargo Hatchways.—How formed? *Plate and Angles*. Hatches.—If strong and efficient? *yes* 3" solid

State size No. 1 Hatch (Forward) *16-0 x 16-0* No. 2 Hatch *26-0 x 16-0* No. 3 Hatch *26-0 x 16-0* No. 4 Hatch *18-0 x 14-0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 Hatch, one beam and three fore and afters, No. 2 & 3 Hatches, two webs and three fore and afters, No. 4 Hatch, one web and three fore and afters.*

Butwarks, height above deck and description *3-9 Iron*. Main Rail, material and size *Iron 5 1/2 x 3 1/2*

The above is a correct description.
 Builder's Signature *W. M. Williams* Surveyor's Signature *N. M. Williams Allison B. Wilson*

Order for Special Survey No. *88*
 Date *5th Sept 1891*
 Order for Ordinary Survey No. *✓*
 Date *✓*
 No. *361* in builder's yard.

State dates and initials of letters respecting this case *Aug 18th Sept 15th 16th 23rd M. Oct 12th 24th 91. E. Jan 9th, Feb 13th 24th, Mar 16th*

General Remarks (State quality of workmanship, &c.)

The vessel has been built under special survey in accordance with the approved plans, and the rule for steel vessels. The workmanship and materials are good, but tested as per rules

PARTICULARS FOR RECORD IN THE REGISTER BOOK.—Length of Poop *30.55* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *24.0* ft., F'castle *34.0* 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 *✓*

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) *2 Dks. (Iron & 1st) 2 1/2*

Official No. *99047*; 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 *260-0* and water capacity in tons *585*

Fore peak tank, water capacity in tons *✓*. After peak tank, water capacity in tons *58*

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 *Black enamel Cement Paint* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's

Letter, dated *✓*

Should be marked on Vessel's sides in accordance with Notice No. 572

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

Special *£ 92 : 8 : 6* 24-3-1892

Certificate *£ :*

Travelling Expenses, if any *£ :*

Menu of opinion this Vessel should be Classed *+ 100 A 1 Spar dk*

Committee's Minute *TUES. 29 MAR 1892*

Character assigned *100 A 1 Steel Spar dk.*

2000
+ LMC 3.92 10th (Steel) + Spar dk. Puff. (Stl.) & Spar dk. (Iron) & web frames
+ Web frames

W.B. Cell DB, & APT (particulars as above)

Asp

W. M. Williams Allison B. Wilson

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