

1 Deck

## IRON OR STEEL STEAMER.

Received at London Office.

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

16550 Date of completion of Report 16<sup>th</sup> June 1892 Port of Sunderland  
No. 16550 Survey held at Sunderland Date, First Survey August 20<sup>th</sup> 1891 Last Survey June 17<sup>th</sup> 1892  
the Steel Steamer No. 88 Rig Schooner  
AGE under 1842.42  
Deck 65.68  
Break 123.60  
Do. 280.18  
Do. 19.95  
Do. 20.98  
Do. 43.96  
Do. 2398.76  
Do. 56.57  
Do. 2342.19  
Do. 767.60  
Do. 24.48  
Do. 1530.11  
ONE DECKED VESSEL.  
CLASS 100 A.1  
FEET.  
Half Breadth (moulded) 18.92  
Depth from upper part of Keel to top of Main Deck Bms. 23.25  
Girth of Half Midship Frame (as per Rule) 37.70  
1st Number 79.87  
Length 288.33  
2nd Number 23028.9  
Proportions—Breadths to Length 7.6  
Depths to Length—Main Deck to top of Keel 12.4  
Destined Voyage  
Master  
Year of appointment  
Built at Sunderland  
When built 1891/2 Launched 26/4/92  
By whom built Messrs. Colbourne & Co.  
Owners Messrs. W. & A. G. G.  
Managers  
Residence  
Port belonging to  
If Surveyed while Building, Afloat, or in Dry Dock Bldg. & afloat

TH on Deck Feet. Inches. BREADTH— Feet. Inches. DEPTH— Feet. Inches. Power of Horse. No. of Decks with Flat laid  
er Rule 288 4 Moulded 37 10 Top of Floors to Main Deck 20 1 Engines 180 No. of Tiers of Beams One

Dimensions of Ship per Register, Length, 289.7 breadth, 38.1 depth, 20.1.

Moulded Depth, ft. 22 ins. 6. Round of Beam 9 inches.

## ORGANISMS AND CASTINGS.

Inches in Ship. Inches per Rule. Or as Approved.  
Bar or Side Plates depth and thickness 10 x 3/8 10 x 3/8  
Moulding and thickness 10 x 6 10 x 6  
N-POST for Rudder do. do. 10 x 6 10 x 6  
for Propeller 7 3/4 7 3/4  
PIECE of Rudder, diameter at head 7 3/4 7 3/4  
do. at heel 7 3/4 7 3/4  
DER, how constructed Forged and plated  
Rudder be unshipped afloat? yes

## FRAMING.

ME, Angles, or 7 Bars, for 1/2 length amidships 5 3 8 5 3 8  
for 1/2 at each end 5 3 7 5 3 7  
in way of Double Bottoms 3 3 8.7 3 3 8.7  
nee of Frames from moulding edge to 24 - - 24 - -  
ilding edge, all fore and aft 3 1/2 3 8 3 1/2 3 8  
ERSED FRAME, Angles 3 1/2 3 8 3 1/2 3 8  
ORS, depth and thickness of Floor Plate - - - -  
at mid-line for 1/2 length amidships - - - -  
in way of Engines and Boilers - - - -  
thickness at the ends of vessel - - - -  
depth at 1/2 the half breadth, as per Rule - - - -  
height extended at the Bilges - - - -  
ORS & BRACKETS, in Cell Dble Bottoms 38 - 6 1/6 38 - 6 1/6  
Distance apart 24 - - 24 - -  
TRE GIRDER, in Double Bottom, depth 38 - 10 38 - 10  
and thickness 6 4 9.8 6 4 9.8  
Angles, Top 4 x 4 x 9 20 Bottom 1 - 1 1/6 1 - 1 1/6  
E GIRDERS, number and thickness 3 1/2 3 1/2 7 3 1/2 3 1/2 7  
Angles 3 1/2 3 1/2 8.7 3 1/2 3 1/2 8.7  
GIN PLATE, depth (exclusive of flange) 24 - 8 24 - 8  
and thickness 3 1/2 3 1/2 8.7 3 1/2 3 1/2 8.7  
Angles 3 1/2 3 1/2 9.7 3 1/2 3 1/2 9.7  
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake 52 - 9.7 52 - 9.7  
thickness in Engine and Boiler space - - 7 1/6 - - 7 1/6  
Remainder in Holds 4 1/2 3 9 4 1/2 3 9  
AMS, Main and Raised Quarter Deck, 4 1/2 3 9 4 1/2 3 9  
Single Angle, Bulb Angle, Plate or Tee Bulb 4 1/2 3 8 4 1/2 3 8  
Angles on Upper Edge 24 - - 24 - -  
Average space 24 - - 24 - -  
AMS, Lower Deck, Single Angle, Bulb - - - -  
Angle, Plate or Tee Bulb - - - -  
Angles on Upper Edge - - - -  
Average space - - - -  
AMS, Hold, Plate - - - -  
Angles on Upper Edge 10 - 10 10 - 10  
Average space 4 4 9 4 4 9  
AMS, Poop Deck, Angle, Bulb Angle, Plate 6 1/2 3 8 6 1/2 3 8  
or Tee Bulb - - - -  
Angles on Upper Edge - - - -  
Average space 48 - - 48 - -  
AMS, Bridge Deck, Angle, Bulb Angle, 5 3 7 5 3 7  
Plate or Tee Bulb - - - -  
Angles on Upper Edge - - - -  
Average Space 24 - - 24 - -  
BEAMS Forecastle Deck, Angle, Bulb Angle, 5 3 7 5 3 7  
Plate or Tee Bulb - - - -  
Angles on Upper Edge - - - -  
Average space 24 - - 24 - -  
PILLA In 'tween Decks, Size and Spacing 24 - - 24 - -  
Hold 3 1/2 3 1/2 4 3 1/2 3 1/2 4  
WEB FRAMES, In Fore Body, No. and Spacing 16 - 8 16 - 8  
No. of Side Stringers 3 - 16 3 - 16  
WEB FRAMES, In After Body, No. and Spacing 10 - 4 10 - 4  
No. of Side Stringers 18 - 8 18 - 8  
No. of Side Stringers 3 - 18 3 - 18  
Size of Angles or Tee Bars to Web Frames 3 1/2 3 8 3 1/2 3 8  
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness - - - -

## KEELSONS AND STRINGERS.

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 lng  
Intercoastal Plate for length  
Attached to outside plating with Angle  
BILGE KEELSON, Angles  
Bulb or Plate above floors for len.  
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 lng.  
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thknss 4 1/2 10 4 1/2 10  
Angle on ditto 4 1/2 4 4 1/2 4  
Tie Plates fore & aft, outside Hatchways 4 1/2 4 4 1/2 4  
Diagonal Tie Plates on Bms., No. of Pairs - - - -  
Flat of Dk\* Iron or Steel for whole lng. - 7 - 7  
Wood - Material & thickness - - - -  
How fastened to Beams Riveted  
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness - - - -  
Angles on ditto, No. - - - -  
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 6 26 6  
Angle on ditto 3 x 3 7 3 x 3 7  
Tie Plates 9 7 9 7  
Flat of Deck, Material and thickness 10 3 10 3  
Bridge Deck Stringer Plate, brdth & thickness 40 10 40 10  
Angle on ditto 4 x 4 9 4 x 4 9  
Tie Plates 12 11 12 11  
Flat of Deck, Material and thickness Iron 5 1/6 Iron 5 1/6  
Forecastle Deck Stringer Plate, brdth & thcknss 26 6 26 6  
Angle on ditto 3 x 3 7 3 x 3 7  
Tie Plates - - - -  
Flat of Deck, Material and thickness Iron 5 1/6 Iron 5 1/6

## PLATING.

FLAT PLATE KEEL, breadth and thickness 48 16 48 16  
d'bling or incr'd thcknss, & lngth appl. - - - -  
PLATES in Garboard Strakes, brd'th & thickness 54 12.11 54 12.11  
From Garboard to lower part of Bilges - - 11 1/2 12 - 11 1/2 12  
State Thickness of Plating in way of Double Bottom. - 10.11 - 10.11  
Bilges, number of Strakes and thickness 3 12 1/2 11 3 12 1/2 11  
Of doubling at Bilge, or increased thickness, and length applied 2 1/2 in. 1/20 all for 44  
from up. part of Bilge to lr. edge of Sh'rstrake - 11 - 11  
Sheerstrake, breadth and thickness 48 15 48 15  
Of d'bling at Sh'stk. & lng. applied 2 1/2 1/20 2 1/2 1/20  
Poop Sides - 7 - 7  
Raised Quarter Deck Sides - 10 - 10  
Bridge Sides - 9 - 9  
Forecastle Sides - 7 - 7  
Lengths of Plating 2 1/2 1/20 2 1/2 1/20



Ceiling betwixt Decks, thickness and material		BULKHEADS.		No. in Vessel	Thickness.	Angles.	Spacing.	No. Reqd. by Rule	Height up.	Sogl. or Dbl. Frames.
in hold do. do. P. 2		W. T. BULKHEADS		7-6	20	Vrtcl. 5x3x2	30"	all to upper deck		double
Number of Breasthooks		PARTITION...				Vrtcl.				
Crutches		LONGITUDINAL				Hzntl.				

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

The FRAMES extend in one length from *Middle Line* to *hull side, thence to Gunwale*. Riveted through Plates with *7/8* in. Rivets, about *6* apart

The REVERSED ANGLE on floors and frames extend from *Middle Line* to *Raised Quarter Deck & upper web stringer alternately; and alternately to Main SR & upper stringer.*

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

Carboard, double riveted to *Keel* or Flat Plate Keel, with rivets *1* in. diameter, averaging *4* ins. from centre to centre.

Edges of Carboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble *double* riveted; treble for *half* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

" " " overlapped for *—* length, treble riveted for *—* length; with rivets *—* in. dia., averaging *—* ins. from cr. to cr.

Butts of *all* Strakes at Bilge for *half* length, treble riveted with Butt Straps *3/20* thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clench, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble *double* riveted; treble for *half* length; with rivets *7/8* in. dia., averaging *3 1/2* 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 *single* riveted.

Butts of Sheerstrake, treble riveted for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Single or Double Butt Straps to Stringer Plate for *—* length.

Butts of Inner Bottom Plating *double* riveted for *half* length. Butts of Centre Girder *treble* riveted.

Breadth of edge laps of Shell Plating in double riveting *6 & 8 1/2*. Breadth of edge laps of Shell Plating in single riveting *—*

Butt Straps of Shell Plating breadth and thickness *19 x 3/16 : 16 1/2 x 5/16 : 14 1/2 x 3/8*. Butts, if Lapped, breadth of laps *9 & 6* for stringers only.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and 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.? *Siemens Martin Steel. Plates: - Consett & Spencer. Angles: - Palmers Co.*

**Workmanship.** Are the butts of plating planed or otherwise fitted? *all butts 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 the plating? *a few in the Butts*

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

MASTS, SPARS, &c.		Material		Total Length	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.	RIVETING.
					Heel.	Heads.		Number.	Size.
LOWER MASTS...	Fore .....	<i>Steel</i>		<i>74-11</i>	<i>21 x 1/16</i>	<i>16 1/2 x 3/16</i>	<i>17 1/2 x 3/16</i>	<i>14 x 3/16</i>	<i>—</i>
	2nd .....	<i>do</i>		<i>74-10</i>	<i>20 x 1/16</i>	<i>15 1/2 x 3/16</i>	<i>16 x 3/16</i>	<i>13 x 3/16</i>	<i>—</i>
	Mizen .....	<i>—</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Bowsprit		<i>—</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Topmasts, Yards and Remainder of Spars		<i>are of Pitch Pine</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Rigging, Material and Size, Shrouds		<i>Gaboz &amp; Steel wire 3/2</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Sails.		<i>One complete</i>		<i>Suit of Schooner Rig</i>	<i>Sails, and the following spare sails</i>		<i>—</i>	<i>—</i>	<i>—</i>

EQUIPMENT No. 25685 LETTER S		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.	
23507 1st Bower ..		<i>40 0 14</i>	
23474 2nd " ..		<i>40 0 0</i>	
23508 3rd " ..		<i>34 0 14</i>	
Collective weight		<i>115 0 0</i>	
23433 Stream ....		<i>10 2 4</i>	
23434 Kedge .....		<i>5 1 4</i>	
23435 2nd Kedge ..		<i>2 2 14</i>	

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.	
		Per Rule.	
27339 135 1 1/2		<i>59 1/2 22-3-1</i>	
27340 135 1 1/2		<i>59 1/2 22-3-1</i>	
27341 135 1 1/2		<i>59 1/2 22-3-1</i>	
27342 135 1 1/2		<i>59 1/2 22-3-1</i>	
27343 135 1 1/2		<i>59 1/2 22-3-1</i>	
27344 135 1 1/2		<i>59 1/2 22-3-1</i>	
27345 135 1 1/2		<i>59 1/2 22-3-1</i>	
27346 135 1 1/2		<i>59 1/2 22-3-1</i>	
27347 135 1 1/2		<i>59 1/2 22-3-1</i>	
27348 135 1 1/2		<i>59 1/2 22-3-1</i>	
27349 135 1 1/2		<i>59 1/2 22-3-1</i>	
27350 135 1 1/2		<i>59 1/2 22-3-1</i>	
27351 135 1 1/2		<i>59 1/2 22-3-1</i>	
27352 135 1 1/2		<i>59 1/2 22-3-1</i>	
27353 135 1 1/2		<i>59 1/2 22-3-1</i>	
27354 135 1 1/2		<i>59 1/2 22-3-1</i>	
27355 135 1 1/2		<i>59 1/2 22-3-1</i>	
27356 135 1 1/2		<i>59 1/2 22-3-1</i>	
27357 135 1 1/2		<i>59 1/2 22-3-1</i>	
27358 135 1 1/2		<i>59 1/2 22-3-1</i>	
27359 135 1 1/2		<i>59 1/2 22-3-1</i>	
27360 135 1 1/2		<i>59 1/2 22-3-1</i>	
27361 135 1 1/2		<i>59 1/2 22-3-1</i>	
27362 135 1 1/2		<i>59 1/2 22-3-1</i>	
27363 135 1 1/2		<i>59 1/2 22-3-1</i>	
27364 135 1 1/2		<i>59 1/2 22-3-1</i>	
27365 135 1 1/2		<i>59 1/2 22-3-1</i>	
27366 135 1 1/2		<i>59 1/2 22-3-1</i>	
27367 135 1 1/2		<i>59 1/2 22-3-1</i>	
27368 135 1 1/2		<i>59 1/2 22-3-1</i>	
27369 135 1 1/2		<i>59 1/2 22-3-1</i>	
27370 135 1 1/2		<i>59 1/2 22-3-1</i>	
27371 135 1 1/2		<i>59 1/2 22-3-1</i>	
27372 135 1 1/2		<i>59 1/2 22-3-1</i>	
27373 135 1 1/2		<i>59 1/2 22-3-1</i>	
27374 135 1 1/2		<i>59 1/2 22-3-1</i>	
27375 135 1 1/2		<i>59 1/2 22-3-1</i>	
27376 135 1 1/2		<i>59 1/2 22-3-1</i>	
27377 135 1 1/2		<i>59 1/2 22-3-1</i>	
27378 135 1 1/2		<i>59 1/2 22-3-1</i>	
27379 135 1 1/2		<i>59 1/2 22-3-1</i>	
27380 135 1 1/2		<i>59 1/2 22-3-1</i>	
27381 135 1 1/2		<i>59 1/2 22-3-1</i>	
27382 135 1 1/2		<i>59 1/2 22-3-1</i>	
27383 135 1 1/2		<i>59 1/2 22-3-1</i>	
27384 135 1 1/2		<i>59 1/2 22-3-1</i>	
27385 135 1 1/2		<i>59 1/2 22-3-1</i>	
27386 135 1 1/2		<i>59 1/2 22-3-1</i>	
27387 135 1 1/2		<i>59 1/2 22-3-1</i>	
27388 135 1 1/2		<i>59 1/2 22-3-1</i>	
27389 135 1 1/2		<i>59 1/2 22-3-1</i>	
27390 135 1 1/2		<i>59 1/2 22-3-1</i>	
27391 135 1 1/2		<i>59 1/2 22-3-1</i>	
27392 135 1 1/2		<i>59 1/2 22-3-1</i>	
27393 135 1 1/2		<i>59 1/2 22-3-1</i>	
27394 135 1 1/2		<i>59 1/2 22-3-1</i>	
27395 135 1 1/2		<i>59 1/2 22-3-1</i>	
27396 135 1 1/2		<i>59 1/2 22-3-1</i>	
27397 135 1 1/2		<i>59 1/2 22-3-1</i>	
27398 135 1 1/2		<i>59 1/2 22-3-1</i>	
27399 135 1 1/2		<i>59 1/2 22-3-1</i>	
27400 135 1 1/2		<i>59 1/2 22-3-1</i>	

Boats *2 Life Boats & 2 ordinary*

Pumps, Number *8 Hand pumps*

The Windlass is *Emerson, Walker & Thompsons patent capstan*

Engine Room Skylights.—How constructed? *Plates & bars*

What arrangements for deadlights in bad weather? *Non flintless & bulls eye lights*

Coal Bunker Openings.—How constructed? *Plates & bars*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On the R. 2. S. 1-4 Scuppers, 2 Spring pipes, 2 ports 36x21; 1-34x20, 41-30x20, each side. On Well-Scupper, 1 Spring pipe & 2 ports 30x24 each side.*

Cargo Hatchways.—How formed? *Plates and bars in the usual way*

State size No. 1 Hatch (Forward) *14-0 x 14-0 x 3-6* No. 2 Hatch *28-0 x 14-0 x 18* No. 3 Hatch *20-0 x 14-0 x 36* No. 4 Hatch *20-0 x 14-0 x 36*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1-1 strong deep beam & 3 strong 4 ft. afters; No. 2-2 deep web plates & 3 strong 4 ft. afters; No. 3-4-1 deep web plate & 3 fore & afters to each*

Bulwarks, height above deck and description *Plates: on R. 2. S. 1-4 in well; full height of Bulwark Main Rail, material and size as R. 2. S. hollow moulding in well—see sketch*

The above is a correct description

Builder's Signature, (here only) *Osbourne & Co.*

Surveyor's Signature *John J. Roberts*

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

Order for Special Survey No. *2754*

Date *2 Oct. 91.*

Order for Ordinary Survey No. *—*

Date *—*

No. *88* in builder's yard

Days of Survey 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

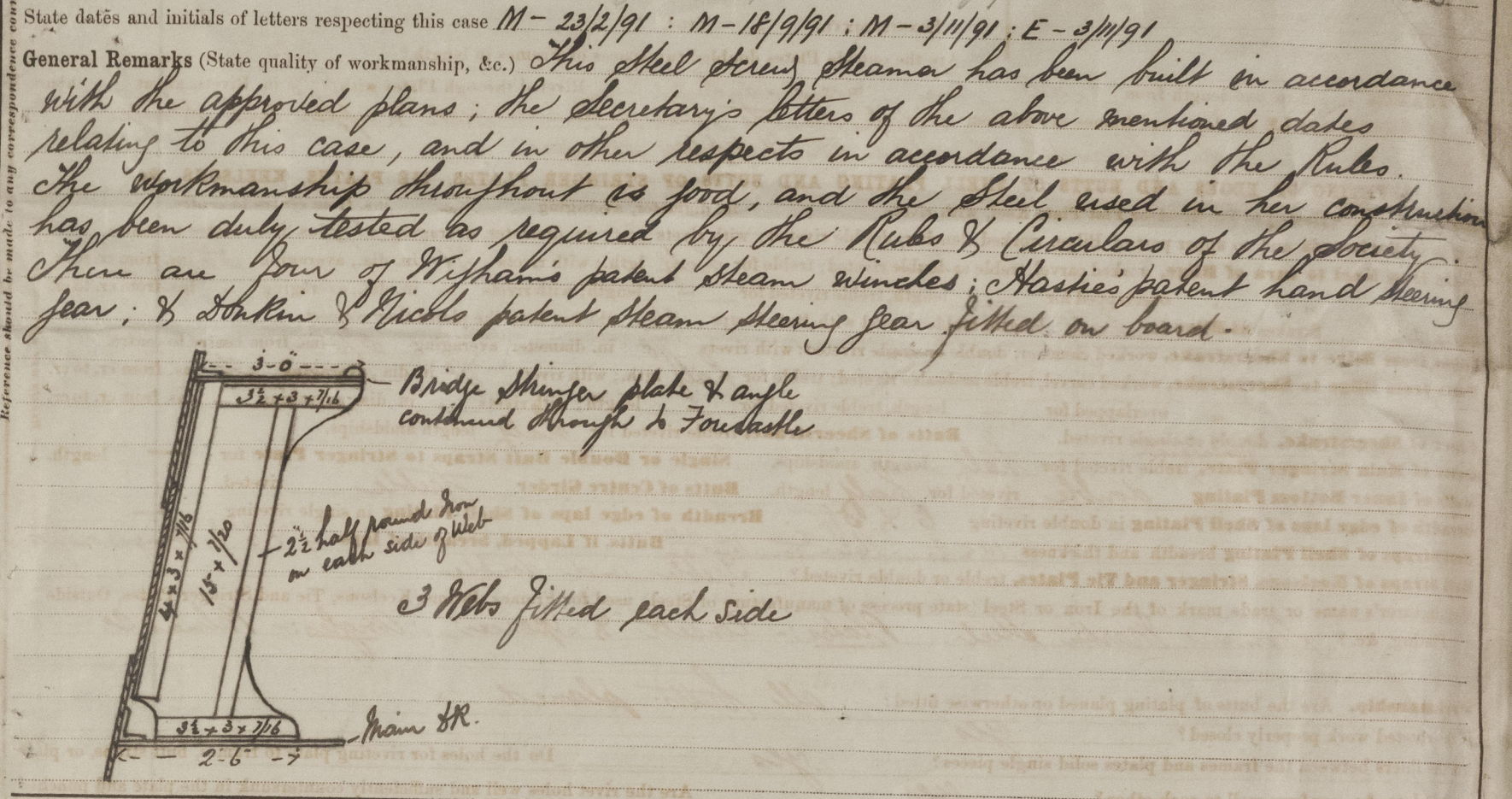
3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

State dates and initials of letters respecting this case *M-23/2/91: M-18/9/91: M-3/11/91: E-3/11/91*

General Remarks (State quality of workmanship, &c.) *This steel screw steamer has been built in accordance with the approved plans; the Secretary's letters of the above mentioned dates relating to this case, and in other respects in accordance with the Rules. The workmanship throughout is good, and the steel used in her construction has been duly tested as required by the Rules & Circulars of the Society. There are four of Witham's patent steam winches; Hoskie's patent hand steering gear; & Doulton & Nichol's patent steam steering gear fitted on board.*



**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *28-5* ft., R.Q.D. or Break *90-0* ft., Bridge Dk. *11-6* ft., Forecastle *33-0* 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.

*The Poop, Raised Quarter Deck, & Bridge are all connected.*

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 - Steel. 1 tier of Beams & Web Frames*

Official No. *—*; 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 *—*

Double bottom, constructed on the cellular system, length *240 feet* and water capacity in tons *459*

Fore peak tank, water capacity in tons *—*

After peak tank, water capacity in tons *—*

Midship deep tank, length *—* and water capacity in tons *—*

Other tanks, if fitted, length *—* and water capacity in tons *—*

The above have *duly* 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 only*

**FREEBOARD** assigned by the Committee, as per Secretary's Letter, dated *18th May 1892*

In Summer *2 ft. 1 1/2 in.*

In Winter *2 ft. 5 1/2 in.*

For Winter in North Atlantic *2 ft. 10 in.*

Fresh Water above the centre of disc *5 in.*

To top of Wood, Iron or Steel Upper Deck *Machinery SR. bar*

The amount of Entry Fee *£ 5 - - -* is received by me, *—*

Special *£ 83 - - -*

Certificate *£ - - -*

Travelling Expenses, if any *£ - - -*

I am of opinion this Vessel should be Classed *100A.1 STEEL*

TUES. 28 JUN 1892

Committee's Minute *100A.1 Steel*

Character assigned *a + c p + 2 m c 6, 92*

*100A.1 Steel*