

Shell plating for No. 56 rupturing steam engine

THE SHAW'S BROW IRON CO

11 Oct 7  
Hence the Shaw's Brow Iron Co.

Sic-Martin  
Steel

Sep 14 1891

2	1 8.6	34	7/16	2 3 7
3	1 16.4	38 1/2	"	6 1 21
45.6	1 12.2	34	"	4 2 14
7.8	3 14.1	"	"	15. .
9	2 12.1	"	"	9. 3
10	1 12.0	"	"	4 2 7
6.5 1	1 4.0	38. 35	"	2 1 14
2	1 12.6	38	"	4 1 14
38	1 12.2	34	"	4 1 21
46 7	2 14.2	"	"	10. .
9	4 14.1	"	"	1. 1 14
6.9 1	1 14.4	"	"	5. 4
2	1 15.2	43. 36	"	5 3. .
3	1 12.2	48 1/2	"	4 3 21
45.6	1 12.1	"	"	4 3 21
7	3 14.1	"	"	14. 14
8	1 14.2	"	"	5 3. .
9	1 12.3	"	"	4 3. .
8 1	1 12.0	43. 36	"	5 3 7
2	1 6.6	40. .	"	2 2. .
3	1 11.6	45. 40	"	4 2 21
4	1 12.2	46	"	5 2 7
5.6 7	1 12.1	"	"	5 2. .
8	3 14.1	"	"	18 2 25
9	1 14.2	"	"	6. 4
10	1 12.9	45. 40	"	5 1. .
	1 4.0	36. .	"	2 2 7
	38 Carried forward			9 9. 14

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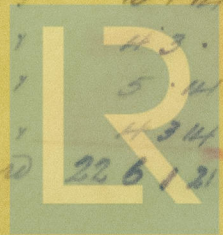


*The Martin*

Steel

38	Not forward	99.14
1	15.2 43 36 7/16	52.14
1	12.2 43 1/2	51.14
4	14.1	12.3.
1	14.2	53.14
1	12.3	43.21
1	11.0 43.36	41.
1	6.6 40	21.14
1	11.6 43.40	43.14
1	12.2 46	52.
4	14.1	15.24
1	14.2 45.40	52.21
1	17.6 36.	6.4
1	7.0 27	13.14
1	12.3 43 3/4	42.14
1	12.2 43 1/2	5.
1	12.1	43.14
3	14.1	14.14
1	14.2 43 1/2 40	53.
1	13.6 27	41.4
1	7.0 36	13.14
1	12.3 43.34	42.21
1	12.2 43 1/2	5.
3	14.1	17.14
1	14.2	53.14
1	14.3 43 1/2 40	53.4
1	11.6 27	33.4
1	9.3 24.16	13.4
1	12.6 36.26	32.14
1	12.2 38	4.21
1	12.1 39	42.4
2	14.1	10.24
1	14.3 38	5.14
1	14.6 36.24	41.
1	7.3 26.12	11.21
1	9.3 24.16	13.4
1	12.6 36.26	32.21
1	12.2 39	42.21
2	14.1	10.14
1	14.2	43.
1	14.3	5.14
1	14.3 36.15	43.14
98	Carried forward	22.61.21

Steel.



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THE SHAW'S BROW IRON CO



THE SHAW'S BROW IRON OR

The - Martin

Steel

91 Brothforward 12 6 1 21

Spt 17

S.P.

2

3

4

5

6

7

8

S.S.

2

3

4.5

6

7

8

A.P.

2

36.4

8

9

S.S.

2

3

4.5

6

7

8

9

10

S.P.

A.P.

S.S.

4

8

16

12

16

12

88

64

8

8

8

1 11.6 30.12 7/16 2 1 4

1 10.2 36.28 . 3 2 4

1 12.1 42 . 4 1 14

1 43 . 5 . 4

1 14.1 . 6 . .

1 43.36 . 5 1 4

1 14.2 36.31 . 4 1 .

1 16.0 34.12 . 3 3 4

1 11.6 30 . 2 1 4

1 12.2 36 28 . 3 2 14

1 12.1 42 . 4 3 4

2 14.1 43 . 11 1 .

1 43.36 . 5 1 .

1 14.3 36.31 . 4 2 4

1 14.0 33.12 . 2 3 20

1 13.6 42 1/2 . 5 1 14

1 16.3 43 1/4 . 7 2 21

5 14.1 43 1/2 . 1 8 2 .

1 13.9 . 5 2 .

1 10.3 42 . 4 . 7

1 10.2 . 4 . 4

1 13.9 43 . 5 3 4

1 12.1 43 1/2 . 5 . 9

3 14.1 . 16 3 14

2 14.2 . 11 . 14

1 14.3 . 5 2 14

1 5.9 43 . 2 1 14

16 4.1 45 . 1 10 3 4

12 . 35 . 15 1 4

4 2 4.4 . 4 16 3 .

4 4.5 30 . 4 3 4

8 4.6 24 . 8 1 14

4 4.1 29 . 5 . .

16 4.4 . 14 2 .

12 4.6 . 13 2 3

88 2.6 24 . 1 5 2 4

64 4.0 . 2 4 1 12

8 . 6 . .

8 . 8 3 .

8 . 4 1 14

8 . 4 5 4 0 10

Per 1/2 Royal Anne  
Freight paid to  
London

1.  
90 1/2

7th Cooke  
17/10/27



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LON 723-0280 3/8