

1 or 2 Decks.

IRON OR STEEL STEAMER.

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

Received at London Office.

THURS. 23rd

No. 384

Survey held at

Stockton on Tees

Date, First Survey

Port of

Middlesbrough

Last Survey

March 26th 1891

On the

Screw Steamer

ONE OR TWO-DECKED VESSEL.

CLASS 100 A1 "Steel"

Master

(Not yet 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 February 14th 1891

By whom built Ropner & Son

Owners W. Runciman & Co

Managers J. J. J.

Residence South Shields

Port belonging to South Shields

TONNAGE under Tonnage Deck...	2292.30
Do. of Poop	81.74
Do. of Raised Gr.	144.53
Do. of Bridge House	231.06
Do. of Houses on Deck	5.49
Do. of excess of Hatchways	23.74
Do. of Forecastle	43.55
Do. above Crown of Engine Room	2955.92
Gross Tonnage	84.83
Less Crew Space	2377.09
Less above Crown of Engine Room	948.89
TONNAGE FOR FEES	1928.20
Less Engine Room	
Navigation Space	
Register Tonnage as cut on Beam	

LENGTH on Deck	Feet.	Inches.
as per Rule	312	0

BREADTH - Moulded	Feet.	Inches.
	40	3 1/4

DEPTH - Cellular Btm. Top of Main Deck Beams	Feet.	Inches.
	20	2

Power of Engines	Horse.
	230

No. of Decks with Flat laid	1 Iron
No. of Tiers of Beams	17 ft

Dimensions of Ship per Register, Length, 314' breadth, 40'6" depth, 20'2".

Moulded Depth, ft. 23' ins. 7".

Round of Beam 111 inches. 8".

FORGINGS AND CASTINGS.

HEEL, Bar or Side Plates depth and thickness	Inches in Ship.	Inches per Rule.
STEM, moulding and thickness	10 x 1 1/2	10 x 1 1/2
STERN-POST for Rudder do. do.	10 x 2 1/4	10 x 2 1/4
" for Propeller	10 x 6	10 x 6
MAIN PIECE of Rudder, diameter at head	10 x 6	10 x 6
do. at heel	8	8
RUDDER, how constructed	Iron forging	plated in usual way
Can the Rudder be unshipped afloat?	Yes	

FRAMING.

FRAME, Angles, Bars, for 1/2 length amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. for 1/2 at each end	5	3 1/2	8	5	3 1/2	8
Do. in way of Double Bottoms	5	3 1/2	7	5	3 1/2	7
Distance of Frames from moulding edge to moulding edge, all fore and aft	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2
EVERSED FRAME, Angles	2 1/4	—	—	2 1/4	—	—
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" 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	—	—	—	—	—	—
LOORS & BRACKETS, in Cell Dble Bottoms	40	—	7 1/2	40	—	7 1/2
" Distance apart	2 1/4	—	—	2 1/4	—	—
NTRE GIRDER, in Double Bottom, depth and thickness	30	—	10	50	—	10
" Angles, Top	4	4	9	4	4	9
DE GIRDERS, number and thickness	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	7 1/2
MARGIN PLATE, depth (exclusive of flange) and thickness	2 1/4	—	8	2 1/4	—	8
" Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8
WER BOTTOM PLATING, breadth and thickness of Middle Line Strake	50	—	7 1/2	50	—	7 1/2
" thickness in Engine and Boiler space	—	—	7 1/2	—	—	7 1/2
" Remainder in Holds	—	—	7 1/2	—	—	7 1/2
MS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate on Top Bulb	7 1/2	3	9	4 1/2	3	9
" Angles on Upper Edge	—	—	—	—	—	—
Average space	2 1/4	—	—	2 1/4	—	—
MS, Lower Deck, Single Angle, Bulb Angle, Plate on Top Bulb	9 1/2	10 1/2	9-10	9 1/2	10 1/2	9-10
" Angles on Upper Edge	3 1/2	3 1/2	7	3 1/2	3 1/2	7
Average space	4 1/2	—	—	4 1/2	—	—
MS, Hold, Plate on Top Bulb	15	—	10	15	—	10
" Angles on Upper Edge	4 1/2	4	9	4 1/2	4	9
Average space	As per Profile	—	—	As per Profile	—	—
MS, Poop Deck, Angle, Bulb Angle, Plate on Top Bulb	7	3	7 1/2	7	3	7 1/2
" Angles on Upper Edge	—	—	—	—	—	—
Average space	4 1/2	—	—	4 1/2	—	—
MS, Bridge Deck, Angle, Bulb Angle, Plate on Top Bulb	5 1/2	3	7 1/2	5 1/2	3	7 1/2
" Angles on Upper Edge	—	—	—	—	—	—
Average space	2 1/4	—	—	2 1/4	—	—
MS, Forecastle Deck, Angle, Bulb Angle, Plate on Top Bulb	5 1/2	3	7 1/2	5 1/2	3	7 1/2
" Angles on Upper Edge	—	—	—	—	—	—
Average space	2 1/4	—	—	2 1/4	—	—
MS, In 'tween Decks, Size and Spacing	2 1/4	—	—	2 1/4	—	—
" Hold	2 1/4	—	—	2 1/4	—	—
FRAMES, In Fore Body, No. and Spacing	Eighteen	—	5-7 spaces apart	Eighteen	—	5-7 spaces apart
" Brdth. & Thickness	8	—	1 1/2	8	—	1 1/2
FRAMES, In After Body, No. and Spacing	Nine	—	5-6 spaces apart	Nine	—	5-6 spaces apart
" Brdth. & Thickness	8	—	1 1/2	8	—	1 1/2
No. of Side Stringers	18	—	—	18	—	—
Size of Angles or Bars to Web Frames	3 1/2	3 1/2	5	3 1/2	3 1/2	5
ET PLATES to Stringers between Frames, Depth and Thickness	1 1/2	—	8	1 1/2	—	8

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" Rider Plate	—	—	—	—	—	—
" Bulb Plate to Intercoastal Keelson	—	—	—	—	—	—
" Horizontal Plates on Floors	—	—	—	—	—	—
" Angles	—	—	—	—	—	—
SIDE KEELSON, Angles	—	—	—	—	—	—
" Bulb or Plate above floors for	Ing	—	—	Ing	—	—
" Intercoastal Plate for	length	—	—	length	—	—
" Attached to outside plating with Angle	—	—	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—
" Bulb or Plate above floors for	len.	—	—	len.	—	—
" Intercoastal Plate for	length	—	—	length	—	—
" Attached to outside plating with Angle	—	—	—	—	—	—
BILGE STRINGER Angles	—	—	—	—	—	—
" Bulb Plate for	length	—	—	length	—	—
" Intercoastal Plate for	length	—	—	length	—	—
" Attached to outside plating with Angle	—	—	—	—	—	—
SIDE STRINGER Angles	—	—	—	—	—	—
" Bulb or Intercoastal Plate for	Ing	—	—	Ing	—	—
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness	4 1/2	12	4 1/2	12	—	—
" Angle on ditto	4 1/2	4 1/2	10	4 1/2	4 1/2	10
" Tie Plates fore & aft, outside Hatchways	Deck plating	inc. in way of opening	as per Plan	Deck plating	inc. in way of opening	as per Plan
" Diagonal Tie Plates on Bms., No. of Pairs	—	—	—	—	—	—
" Flat of Dk* Iron or Steel for whole Ing	—	—	—	—	—	—
" Wood None 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. 2 fore	4 1/2	4	9	4 1/2	4	9
" Tie Plates, outside Hatchways	4 1/2	4	9	4 1/2	4	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	3	7 1/2	3 1/2	3	7 1/2
" Flat of Deck, Material and thickness	Yellow Pine	3	—	Yellow Pine	3	—
Bridge Deck Stringer Plate, brdth & thickness	4 1/2	10	4 1/2	10	—	—
" Angle on ditto	4 1/2	4	9	4 1/2	4	9
" Tie Plates	Deck plating	inc. in way of opening	as per Plan	Deck plating	inc. in way of opening	as per Plan
" Flat of Deck, Material and thickness	Iron	7 1/2	2 1/2	7 1/2	2 1/2	7 1/2
Forecastle Deck Stringer Plate, brdth & thickness	4 1/2	7 1/2	4 1/2	7 1/2	—	—
" Angle on ditto	4 1/2	4	9	4 1/2	4	9
" Tie Plates	3 1/2	3	7 1/2	3 1/2	3	7 1/2
" Flat of Deck, Material and thickness	Iron	7 1/2	—	Iron	7 1/2	—

PLATING.

FLAT PLATE KEEL, breadth and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" d'bling or incr'd thcknss, & lngth appl.	—	—	—	—	—	—
PLATES in Garboard Strakes, brdth & thickness	36	12	36	12	—	—
" State Thickness of Plating in way of Double Bottom	—	—	—	—	—	—
" Bilges, number of Strakes and thickness	11-10	—	11-10	—	—	—
" Of doubling at Bilge, or increased thickness, and length applied	12-11	—	12-11	—	—	—
" from up. part of Bilge to lr. edge of Sh'rstrake	—	—	—	—	—	—
Raised Quarter Deck Sheerstrake doubled for 2 1/2 ft. at break	12-11 (12)	—	12-11 (12)	—	—	—
" 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	—	—	—	—	—	—
Forecastle Sides	36	4 1/2	36	4 1/2	—	—
Lengths of Plating	Nine	—	Nine	—	—	—

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

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

Ceiling betwixt Decks, thickness and material	No. in Vessel	BULKHEADS.			No. Req'd. by Rule	
		Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
in hold do. do. 2 1/2 in	Five	W. T. BULKHEADS { 7/16 20	Vrtcl. 5 1/2 x 3/8 Hrztcl. 7 1/2 x 3/8	30" 18"	How to upper deck star Double to R. 2 1/2 ft. As per Profile Double	
Number of Breasthooks Eight		PARTITION . . .	Vrtcl. (Bulk Angle) Hrztcl. —	—	—	—
Crutches Three		LONGITUDINAL	Vrtcl. —	—	—	—

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 $\frac{1}{2}$ in. Rivets, about $6\frac{1}{2}$ apart
The **REVERSED ANGLE** on floors and frames extend from *Middle line to upper side stringer & upper deck alternately. All reverse*
frames to upper deck abast 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.
Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets $1\frac{1}{2}$ in. diameter, averaging $5\frac{1}{2}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{1}{2}$ in. dia., averaging $3\frac{1}{2}$ ins. from cr. to cr.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for $\frac{3}{4}$ length; with rivets $\frac{1}{2}$ in. dia., averaging $3\frac{1}{2}$ ins. from cr. to cr.
" *H. D. F. & H. Strakes* overlapped for *Whole* length, treble riveted for *Whole* length; with rivets $\frac{1}{2}$ in. dia., averaging $3\frac{1}{2}$ ins. from cr. to cr.
Butts of *All* Strakes *at Bilge* for $\frac{3}{4}$ length, treble riveted with Butt Straps $\frac{1}{2}$ in. thicker than the plates they connect. *except overlaps*
Edges from Bilge to Sheerstrake, worked clencher, double *single* riveted; with rivets $\frac{1}{2}$ in. dia., averaging $3\frac{1}{2}$ ins. from cr. to cr.
Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for $\frac{3}{4}$ length; with rivets $\frac{1}{2}$ in. dia., averaging $3\frac{1}{2}$ 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 $\frac{3}{4}$ length amidships.
Butts of Main Stringer Plate, treble riveted for $\frac{3}{4}$ length amidships. **Single or Double Butt Straps to Stringer Plate** for $\frac{1}{2}$ length.
Butts of Inner Bottom Plating *Double* riveted for $\frac{1}{2}$ length. Butts of Centre Girder *Treble* riveted.
Breadth of edge laps of Shell Plating in double riveting $5\frac{1}{2}$ Breadth of edge laps of Shell Plating in single riveting $\frac{1}{2}$
Butt Straps of Shell Plating breadth and thickness $16\frac{1}{2} \times 9\frac{3}{4} \times 14-16-15\frac{1}{2}$ Butts, if Lapped, breadth of laps $9\frac{1}{2}$
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, main steel & iron Co. Corbett Iron Co & Stockton Mall Co. Steel Angles & bulbs, Tarnan Long & Co. Iron plates & angles, Stockton Mall Iron Co & West Stockton Iron Works Co.*
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Is the riveted work properly closed? *Yes* Do the holes for riveting plate to frames, butt straps, or plate
Are the liners between the frames and plates solid single pieces? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched
to plate, &c., conform well to each other? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few in the butts only*
from the faying surfaces? *Yes* 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.	
			At Partners.	Heel.	Hounds.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	Iron 77' 0"	20 x 7/16	16 x 7/16	16 1/2 x 7/16	13 1/2 x 7/16	Two	—	Single	Treble & double
	Main	Iron 68' 9"	20 x 7/16	16 x 7/16	16 1/2 x 7/16	13 1/2 x 7/16	Two	—	Single	As per Rule
	Mizen	—	—	—	—	—	—	—	—	—

Bowsprit
Topmasts, Yards and Remainder of Spars *Pitch pine*
Rigging, Material and Size, Shrouds *3/4 S.W. wire & hemp* Shrouds $3\frac{1}{2}$ Stays $4\frac{1}{2}$ Back stay $3\frac{1}{2}$
Sails. *One complete* Suit of *Sails, and the following spare sails*

EQUIPMENT No. 29313 LETTER t

Number of Certificate.	1st Bower	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.
13259	1st Bower	34	1	19	8	2	21	32	0	0	0	34	0	0	Common	S. Taylor & Son	Tested by 14.3.91 R. Smith
13260	2nd "	33	1	19	8	1	0	31	5	0	0	34	0	0	do	do	Tested by 14.3.91 R. Smith
13258	3rd "	29	0	26	7	3	0	28	1	1	0	29	0	0	do	do	Tested by 14.3.91 R. Smith
	Collective weight	97	0	8				97	0	0	0						
21497	Stream	10	3	0	2	3	0	12	13	0	14	10	3	0	Common	do	Tested by 13.2.91 R. Smith
21498	Kedge	5	2	0	1	1	0	7	16	1	0	5	2	0	do	do	Tested by 23.2.91 R. Smith
21499	2nd Kedge	2	2	0	0	2	14	5	0	0	0	2	2	0	do	do	Tested by 23.2.91 R. Smith

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tens.	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.
8863	135	1 1/4	88 1/2	63 1/2	224 x 3/4	Stud link	S. Taylor & Son	10.2.91 R. Smith	TOWLINE	90	3/4	90 x 3/4
8864	135	1 1/4	88 1/2	63 1/2	223 x 3/4	Stud link	do	12.2.91 R. Smith	Hawser Steel Wire	90	3/4	90 x 3/4
8915	70	1 1/4	34 1/2	24 1/2	148 x 3/4	Stud link	do	13.2.91 R. Smith	Manilla	80	7/8	80 x 7/8
Iron Stream Chain	100	1 1/4	33	—	100 x 1 1/4	Steel wire	Made & certified by Brown & Speeding	do	do	80	6 1/2	—

HAWSERS AND WARPS.

Boats *Two lifeboats (23 feet). One fully boat (20 ft) & one gig (18 ft)*
Pumps, Number *Seven Hand pumps* Diameter of Barrel and Tail Pipe *Barrel 6" Tail pipe 3 1/2"*
The Windlass is *Steam* by *Emerson Walker & Co* Capstan *Four steam winches*
Engine Room Skylights.—How constructed? *Iron on iron casings*
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 & 31"*
Number of Scuppers, and number and dimensions of **Freeing Ports, &c.** *Two freeing ports in each side of well (33 x 24) & four at each side of Raised Quarter deck (24 x 18) in addition to a sufficient number of scuppers*
Cargo Hatchways.—How formed? *Plates & angles in 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. 1. 3 & 4. Three T iron fore & afters to each hatch*
Bulwarks, height above deck and description *In well 6 1/2, R. 2 1/2. Iron plates & stanchions* Main Rail, material and size *Bulk Angle 6 x 3 x 7 1/2*

The above is a correct description.
Builder's Signature, (here only.) *ROPNER & SON.* Surveyor's Signature, *Robert Henry Jess Williams.*
W. Fowler Surveyor to Lloyd's Register of British and Foreign Shipping.
MOBTHA 1141 1/2

Order for Special Survey No. 21

Date September 11. 90

Order for Ordinary Survey No. 1

Date 25. 91

No. 257 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 31st 1890

Last Survey, March 26th 1891

Total No. of Visits 53

State dates and initials of letters respecting this case July 15th (M). August 1st (M). September 11th (P) & 16th (M) 1900 & March 19th 1891 (M).

General Remarks (State quality of workmanship, &c.) This Steel screw Steamer is a sister ship to the S.S. Daybreak report N° 329, also the S.S. Alton Lower report N° 363, and has been built under Special Survey in accordance with the Approved Midship Section & Profile plans 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 the construction of this ship has been tested at the Steel Works by the Society's Surveyors in conformity with the Rules & requirements, & iron rivets have been used throughout.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.23 ft., R.Q.D. or Break 104 ft., Bridge Dk. 118 ft., F'castle 26.5 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 Decks 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 19 ft. tiers of beams.*

Official No. 98281; Signal Letters *MCKH*

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 *256 feet* and water capacity in tons *545*

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 *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 *March 19th 1891*

State if marked on Vessel's sides in accordance with Notice *LL 13*

In Summer *2 ft. 4 ins.*

In Winter *2 ft. 8 1/2 ins.*

For Winter in North Atlantic *3 ft. 1 ins.*

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

To top of Wood, Iron or Steel Upper Deck

Statutory deck line

The amount of Entry Fee... £ 5 : 0 : 0 is received by me, *R.H.*

Special ... £ 96 : 15 : 6. *1.4 1891*

Certificate* £ - : - : -

Travelling Expenses, if any £ - : - : -

I am of opinion this Vessel should be Classed *100 A1 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

*+ L. sub. 3/91 100 A1 Steel,
a C.D. 100 A1 Steel 2 hrs B Deck frames
hell sk*

It is submitted that this vessel appears eligible to be Classed 100 A1 (Steel) as recommended 100 A1 (Iron) 2 hrs beams & Deck frames All D.B. (particulars above) met sk.