

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs 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? *A few*

Masts, Bowsprit, Yards, &c., are *Iron* in *good* condition, and sufficient in size and length. If of Iron or Steel give
 Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing
 the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Fore Main Mast 31 ft dia 2 1/2" Mizzen Mast 6 1/2 ft dia 1 1/2"*
Fore Main Mast 3 plates 6/16 to 7/16 Edges double riveted butts tubed with butt straps, tubed 1/4" thick
Mizzen Mast 2 plates 5/16 to 7/16 Main plates & plates doubled in way of weakness.
Lower Yard 7 1/2 ft dia 1 1/2" in two plates edges double riveted, butts well lapped and tubed
with plates doubled in way of slings
30.330

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Test per Certificate	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight.	Test per Certificate	W't req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	150-181 1/2	6/16 to 7/16	1 1/2	13/16 Bowers	1113	37-0-6	33-15-0	36-2-0	33-2-0
	Fore Top Sails,	Netherton Poring House	150-181 1/2	6/16 to 7/16	1 1/2	10/16	1113	36-2-10	33-11-3	31-0-3	29-2-0
	Fore Topmast Stay Sails	Hamp Strm Chl	150-181 1/2	6/16 to 7/16	1 1/2	Netherton Poring House	1113	31-0-0	29-7-2	29-7-2	29-7-2
	Main Sails,	Hawser	150-181 1/2	6/16 to 7/16	1 1/2	Stream	1	14-1-7	14-0-0	14-0-0	14-0-0
	Main Top Sails,	Towlines	150-181 1/2	6/16 to 7/16	1 1/2	Kedges	1	6-3-24	7-0-0	7-0-0	7-0-0
	and	Warp	150-181 1/2	6/16 to 7/16	1 1/2			3-2-24	3-2-0	3-2-0	3-2-0
		quality	150-181 1/2	6/16 to 7/16	1 1/2						

Standing and Running Rigging *Wired Hemp* sufficient in size and *good* quality. She has *two* Boat Sails & *4* others
 The Windlass *Muir Caldwell's* Capstan *Iron* and Rudder *Efficient Pumps* One in each compartment

Engine Room Skylights.—How constructed? *Iron Cornings 30" above Deck* How secured in ordinary weather? *Wooden shutters with bolts*

What arrangements for deadlights in bad weather? *None*

Coal Bunker Openings.—How constructed? *Cast Iron Hemlock's* How are lids secured? *Self locking* Height above deck? *6 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Patrol Pumpers*

Cargo Hatchways.—How formed? *Iron Cornings*

State size Main Hatch *20-0" X 14-0"* Fore Hatch *14-0" X 12-0"* Quarter Hatch *12-0" X 12-0"*

If of extraordinary size, state how framed and secured? *Iron Deck from Hatch to Stringer Plate*

What arrangement for shifting beams? *Two deep bet plates in Main Hatch & one in fore hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *743* 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

General Remarks (State quality of workmanship, &c.) *The Midship and longitudinal sections of the*

Vessel which are here with appended were submitted and approved

by the Committee in letter dated 26th May 1875; the web frames

in Engine & boiler spaces referred to in said letter have been fitted as required;

part Iron deck is fitted on the upper deck beams extending from the Cornings

of Hatchways and Engine spaces to the Stringer plates; The Middle

beams are supported by an intercostal Bulb Iron 8 1/2 x 3/16 between two

angle Irons 3 1/2 x 3 1/2 x 3/16 at the middle line all fore & aft; Middle Deck

is Iron; The workmanship and Materials of this Vessel are

of good quality.

Appended is a Certificate & letter as to the test of Steel wire

hawsers as required by the Committee in letter dated 10th Jan^y 1876.

The objectionable plates at the bilges which the Committee noted on their recent

visit to this District have been replaced with others of good quality.

52 ft 4 1/2 in

State if one, two, or three, decked vessel, or if spar, or running deck; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or port double beam

How are the surfaces preserved from oxidation? Inside *Painted Cement to above bilges & red Outside Red lead & Paint & Patent*

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

The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *H. J. B. 1876*

Special ... £ 84: 3: 6

Certificate ... £ 0: 0: 0

(Travelling Expenses, if any, £ ...)

Committee's Minute *25th February 1876*

Character assigned *100 A.1.*

LLOYD'S REGISTER ENGINE

Description *Compound*
 Made by *Proprietors*
 When *1875-6*
 Diameter of cylinders *38 1/2 in*
 No. of revolutions per minute
 Point of cut off
 Diameter of screw shaft
 Diameter of crank shaft journal
 Diameter of screw, *10 in*

The machine
are fitted
78 of the
submitted
have the
in the
granted from

or common cocks ...
 Are they fixed sufficiently high the ship's side to be secured without lifting the stoke hold plates ...
 Are the discharge pipes above below the deep water level ...
 Are they each fitted with a discharge valve on the plating of the vessel ...

I hereby certify that
 Screw (or double) Steam Vessel
 of the Port of *Glasgow*
 and that they have been carefully examined and found to be at this date,

See L.S. paid.
 (27/2/76.)

