

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 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. *This vessel is barque rigged; the lower mast and topmasts are in one length, of iron, which has been tested, and sizes and arrangements are in accordance with the approved sketch, herewith; the lower yards are of steel, which has been tested as per rule, and the diameters and thicknesses are as shown on the sketch referred to.*

NUMBER for EQUIPMENT 37286		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Supplied.
SAILS.							Bower Anchors					
N ^o .	Chain	150	2 7/8	107 20	300 ft. 2 7/8	No. 9041	1 40.1.0 35.18.3.0 40 C. No. 12.30					
Fore Sails,	Iron Stream Chain	150	2 7/8	76 10	90 ft. 1 3/8	No. 9042	2 40.0.24 35.18.3.0 40 C. No. 12.31					
Fore Top Sails,	or Steel Wire	90	4 1/2	Steel wire	4 1/2	Steel wire	3 34.1.4 31.18.0.14 34 C. No. 12.34					
Fore Topmast Stay Sails,	or Hempen Strm Cable			(Bullivant)								
Main Sails,	Towline, Hemp.			Bullivant	90 ft. 12"							
Main Top Sails,	or Steel Wire	90	4	Steel wire	4	Steel wire	Stream Anchor 4 12.0.4 13.19.2.21 12 C. No. 12.31					
and	Hawser	90	12		90 ft. 12"		Kedge ... 5 6.1.2 8.12.2.0 6 C. No. 12.28					
	Warp	90	8		90 ft. 8"		2nd Kedge ... 6 3.0.13 5.12.0.21 3 C. No. 12.28					
	quality			good								

Standing and Running Rigging *galvanized iron wire* sufficient in size and *good* in quality. She has *2* Long Boats and *4* others

The Windlass is *Iron steam, Paul's patent* Capstan *iron* and Rudder *iron* Pumps *Four 6" hand pumps*

Engine Room Skylights.—How constructed? *Teak boards* How secured in ordinary weather? *glass and iron rods*

What arrangements for deadlights in bad weather? *Impervious*

Coal Bunker Openings.—How constructed? *Iron frames* How are lids secured? *Self locking bolts* Height above deck? *flush + 4 in*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *7 scuppers each side. Open inboard*

Cargo Hatchways.—How formed? *iron coverings*

State size Main Hatch *20 x 14' 6"* Fore hatch *12' x 8'* Quarter hatch *16' x 12'*

If of extraordinary size, state how framed and secured? *Not extraordinary in size*

What arrangement for shifting beams? *Iron shifting beams in the main and after hatches*

Hatches, If strong and efficient? *Solid*

Order for Special Survey No. <i>1592</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>In 1881, Section submitted January 13th Repair</i>
Date <i>29 March/81.</i>	2nd. On the plating during the process of riveting	<i>Section submitted March 8th 9. 22. 30; April 22.</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid...	<i>27; May 11, 21. June 2, 18. 20: July 1, 11, 26. Aug. 5th 12</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>15, 18, 30, Sept. 6, 14, 30, Oct. 5, 12, 13, 19, 26, 28, Nov</i>
No. <i>381</i> in builder's yard.	5th. After the ship was launched and equipped	<i>7, 14, 16, 21, Dec. 2, 9, 10, 15, 19, 26, 30; 1882 Jan. 18, 24, 27, 28, 30, Feb. 2, 4, 9, 14, 16.</i>

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

This vessel has been built in accordance with the approved sketches (7 in No.) returned herewith, and in conformity with the rules. The workmanship and material are good in quality throughout. The Secretary's letters referring to this steamer are dated 17th Jan. '81, 9th April '81, 15th Aug. '81 and 14th Oct. '81.

The water ballast tank under the engines and boilers and the after peak tank have been tested with water pressure above that required by rule. For particulars see separate form attached hereto.

State ~~how~~ *how* the surfaces are preserved from oxidation? Inside *cement and paint* Outside *paint*

I am of opinion this Vessel should be Classed *100 A. 1. "Two decks and 3 spar deck" Iron deck.*

The amount of the Entry Fee ... £ *5: 0: 0* is received by me, *Feb 27/82*

Special ... £ *113: 4: 0* 22 Feb 1882

Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute *Friday, February 24th 1882*

Character assigned *100 A. 1. 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31st*

Double Bottom

Particulars as per rule

23rd Feb 1882