

Planned 7082 Gps
g planned or otherwise fitted? *Planned*
the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
plates solid single pieces? *Yes*
... but straps, or plate to plate, &c., conform well to each other? *Yes*
... countersunk in the plate and punched from the faying surfaces? *Yes*
... the seams or butts of the plating? *No*

of Steel in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of
other 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.
diameter of Lower Masts and Bowsprit

1 x 32" diam. to 26 1/2" - 14 plates 7 x 6 1/2" x 47 bars continuous 7 x 3 1/2" x 7 1/2" - Seams double, butts triple.
18 x 30" diam. to 22 1/2" - 3 plates 8 x 6 1/2" x 37 bars continuous 7 x 3 1/2" x 7 1/2" - Seams double, butts triple.
91 x 0" x 26" diam. to 19 1/4" - 3 plates 8 x 6 1/2" x 37 bars continuous 7 x 3 1/2" x 7 1/2" - Seams double, butts triple.
Main Mast 82 x 0" Spal. - Main Mast 82 x 0" Spal. 29 x 3 - Fore Mast 72 x 0" Spal. 22 x 3 - M. poles 17 x 6 1/2" x 16 x 6" -
Fore Mast 86 x 0" x 20" diam. 11 x 6 1/2" x 26 plates - Seams single, butts triple. Fore Mast 86 x 0" x 20" diam. 11 x 6 1/2" x 26 plates - Seams single, butts triple.
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NUMBER for EQUIPMENT 19143													
SAILS.		CABLES, &c.		Pathoms.		Inches.		Test per Certificate.		Inches per Rule.		Machine where Tested & Registered.	
N ^o .		Chain	165	2 7/8	120-18-0-0	165-2 7/8	28 Feb. 1889	ANCHORS. N ^o .					
Fore Sails,		Fore Top Sails,		Fore Topmast Stay Sails,		Main Sails,		Main Top Sails,		and good quality good			
		Iron Stream Chain	165	2 7/8	120-18-0-0	165-2 7/8	28 Feb. 1889	Bower Anchors	24889	12 1/2 - 2-21	75-8-0-14	70 cwt	13 July 1888
		or Steel Wire ..	120	1 1/4	44-10-0-0	120-1 1/4	28 Feb. 1889	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	24890	11-0-25	54-10-0-0	70 cwt	13 July 1888
		or Hempen Strm Cable	130	5/8	86-10-0-0	130-5/8	28 Feb. 1889		24891	10-1-3	54-0-0-0	70 cwt	13 July 1888
		Towline, Hemp.	90	1 1/4	90-14	90-14	28 Feb. 1889		24892	10-2-15	54-5-0-0	70 cwt	5 April 1888
		or Steel Wire ..	90	1 1/4	90-12	90-12	28 Feb. 1889		24893	10-2-15	54-5-0-0	70 cwt	5 April 1888
		Hawser	90	7	90-7	90-7	28 Feb. 1889	Stream Anchor	24894	10-2-15	54-4-1-14	70 cwt	15 Feb. 1889
		Warp	90	8	90-6	90-6	28 Feb. 1889	Kedge	24895	10-2-15	54-4-1-14	70 cwt	15 Feb. 1889
			99	6	90-6	90-6	28 Feb. 1889	2nd Kedge	24896	10-2-15	54-4-1-14	70 cwt	15 Feb. 1889

Standing and Running Rigging *Wire thump* sufficient in size and good in quality. She has *28 life* Long Boats and *2* Dugies
The Windlass is by *Paul the with Bomm Hyd.* Capstan Capstans and Rudder *homem* Pumps to approval
Engine Room Skylights. How constructed? *Of Teak* How secured in ordinary weather? *To top of house or Don't Deck*
What arrangements for deadlights in bad weather? *Brass guards and tarpaulins*
Con'l Bunk ... How constructed? *Side coaling ports* How are lids secured? *Height above deck?*
Scupperns ... What arrangements for clearing upper deck of water, in case of shipping a sea? *Upper Deck, open side framing, except at*
pers on each side
Covers Hatchways. How formed? *Coaming, on upper Deck 13 above m. d. deck + 10/20*
Main Hatch *Fore hatch The Hatchways vary in Quarter hatch 8 ft x 10 ft side to 6 ft x 6 ft.*
If of extraordinary size, state how framed and secured? *Trunked in two decks*
What arrangement for shifting beams? *no shifting beams - one fore and after to each hatchway*
Hatches, if strong and efficient? *Yes. 3 solid on upper Deck; 2 gratings on Don't Deck, with steel turtle back covers*

Order for Special Survey No. *1887* June 22, 24, 27, 29. July 1, 4, 6, 9, 12, 26, 28 Aug. 1, 2.
Date *1887*
Order for Ordinary Survey No. *1888* Jan. 6, 11, 14, 19, 25, 31. Feb. 3, 8, 10, 14, 15, 17, 20, 22.
Date *1888*
State dates of letters respecting this case. *The Secretary M. 8 June 30 Sep. 1887*

General Remarks (State quality of workmanship, &c.)
This Vessel has been built in accordance with the Secretary's letters, and the approved Plans retained by the Builders as arranged with the Committee.
The material used in her construction is Siemens Martin Steel tested by the Society's Surveyors in accordance with the Committee's Circulars. The lower length of Stem forming the Fore foot, the Stern Frame, and the Propeller brackets are all of Siemens Martin Cast Steel, and have been subjected to careful examination and testing.
The details of construction and general arrangement are identical with those of the sister Vessel "City of New York" as already fully reported (1st Entry Report No. 8680.)
Fore Deck (2 Steel and 1 part Steel) and Promenade Deck (Steel) all W.S.
Poop 75 ft. long. Forecastle 109 ft.


State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Days enamel cement*, and paint Outside *Paint "Electro" composite*
I am of opinion this Vessel should be Classed *100 A 1 Steel*
The amount of the Entry Fee £ *5* : : : is received by me.
Special £ *269:19:6* 30/3/1888
to be sent as per margin. Certificate ...
(Travelling Expenses, if any, £)
Committee's Minute *FRIDAY 20 MARCH 1889*
Character assigned *100 A 1 Steel*
LATOP 4 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)
2 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)
2 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)

W. J. Lowther Dutton
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears capable to be classed 100 A 1 (Steel)
as recommended by the Committee.
4 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)
2 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)
2 x 5 (2 Steel + 1 W. Steel) + Promenade 2 x (Steel)

Surveyors are requested not to verify in or below the space for Committee's Minute.

LR-FR-FR-6 1/2

S.S. "City of Paris"

In completion of the number of Bower Anchors, the 40 cwt. Anchor No. 23413 forming part of the original outfit of the S.S. "City of New York" and for which the 6 Ton Anchor was substituted, is to be transferred to this Vessel on her arrival at Liverpool and is therefore included in the particulars given in this Report. The cables are $\frac{1}{16}$ in. heavier and with the Stream Chain are of the same quality as supplied to the sister Vessel viz: - "Retherton  Special B.B. Cable"

Provision has been made by local stiffening of the Promenade Deck and sides, for the carriage of Six 5 in. Guns on that Deck on each side. This arrangement has been approved by the Admiralty Officials and is stated to be similar to that carried out in the "City of New York" since she left this Port.

The double bottom compartments and the two trimmings Tanks forward have all been tested with water pressure to the height of the load line, and the anti rolling compartment in the Orlop Tween Decks has been tested with a head of pressure about 15 ft. above the top of the compartment, the Fore Peak filled.

I consider the materials of which this Vessel is constructed to be of good quality and that the workmanship is of a superior character.

1 Report on Forgings
7 Reports on Castings.

W. J. Comther Dutton

24th March 1889.