

3469 ABN
Workmanship. Are the butts of plating planed or otherwise fitted? *all 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 in corners of butts.*

Masts, Bowsprit, Yards, &c., are *well* 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 *Length of fore mast deck to hounds 45 feet dia at deck 19. ditta ditta of Main Mast 45 feet dia at deck 18 inches*

Taken by D. J. Lewis at Retherton near Dudley 23 May 1883. Taken by D. J. Lewis at Retherton 19 May 1883.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N ^o .	CABLES, &c.											
One	Chain	240	1 1/2	40.100.0	249 1/2	40 1/2	Bower Anchors	3	20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Fore Sails,	5 feet		58.14.0.0	1 1/2	58 1/2	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Fore Top Sails,								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Fore Topmast Stay Sails,	100	3 1/2	25 tons	90 1/2	32 1/2			19.3.9	20.12.3.4	19.3.12	18.18.0.14
	Main Sails,	120	10		90 1/2	8			20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Main Top Sails,	240	8		90 1/2	5			20.0.15	20.19.1.10	19.2.2.0	21 1/2
	and								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	quality	180	5				Stream Anchor	1	20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Standing and Running Rigging	90	6				Kedge	1	20.0.15	20.19.1.10	19.2.2.0	21 1/2
	The Windlass is						2nd Kedge	1	20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Engine Room Skylights.								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	What arrangements for deadlights in bad weather?								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Coal Bunker Openings.								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Scuppers, &c.								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Cargo Hatchways.								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	State size Main Hatch								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	If of extraordinary size, state how framed and secured?								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	What arrangement for shifting beams?								20.0.15	20.19.1.10	19.2.2.0	21 1/2
	Hatches, If strong and efficient?								20.0.15	20.19.1.10	19.2.2.0	21 1/2

Order for Special Survey No. *20275*
Date *Nov 15/1882*
Order for Ordinary Survey No. *20275*
Date *Nov 15/1882*
No. *20275* in builder's yard.
State dates of letters respecting this case *9 November 1882*

1st. On the several parts of the frame, when in place, and before the plating was wrought } *Built under special survey and surveyed*
2nd. On the plating during the process of riveting } *as follows Nov 2. 3. 5. 8. 10. 11. 12. 14. 20. 22. 23. 25. 10. Dec 1. 4. 11. 18. 20. 22. 25. 1882*
3rd. When the beams were in and fastened, and before the decks were laid... } *Jan 6. 8. 9. 11. 12. 15. 18. 19. 25. 29. 30. Feb 1. 6. 9. 10. 11. 18. 19. 20. 21. 22. 24. 25. 27. 28. 1883*
4th. When the ship was complete, and before the plating was finally coated or cemented... } *Mar 2. 1. 2. 24. 27. 31. April 5. 5. 10. 11. 13. 14. 15. 18. 21. 22. 24. 28. 30. May 3. 3. 5. 9. 11. 14. 1883*
5th. After the ship was launched and equipped } *16. 15. 22. 23. 25. 25. 29. 31. June 2. 5. 5. 12. 13. 14. 15. 21. 24. 29. July 2. 4. 9. 1883*

General Remarks (State quality of workmanship, &c.) *Workmanship of good quality*
samples of the iron used in the construction of this vessel have been tested and found to be of good quality
Length of poop 78 feet, bridge space 62 feet of forecastle 60 feet.
The first lower anchor is 18 lbs light, and the first bidge is 9 lbs light, but the collective weights of the three bidders are in excess of the requirements of the rules, that provided the Committee do not object. I am of opinion that the figure 1 may be assigned. And is built in accordance with accompanying approved tracings as per tracings.
Uta dated 9 Nov 1882

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? *Red Lead, Portland Cement in flat Outside Paint*
I am of opinion this Vessel should be Classed *100A 1. Iron deck*
The amount of the Entry Fee£ 5 : 0 : 0 is received by me, *J. H. Kettle*
Special£ 43 : 15 : 0 *13 July 1883*
(to be sent as per margin). Certificate ... *gratis*
(Travelling Expenses, if any, £ *none*)
Committee's Minute *TUESDAY 17 JULY 1883*
Character assigned *100A 1*
1 De Town
17/6/83