

Workmanship. Are the butts of plating planed or otherwise fitted? *hammered*
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? *very few*

Masts, Bowsprit, Yards, &c., are *all* 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 Material, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Schooner rigged as Auxiliary to Steam power*

Fore and Main pole masts of steel, 111' 3" and 105' 1" by 24 and 23 diam resp. Constructed with three plates in the round $\frac{10}{32}$ to $\frac{5}{32}$, and 3 iron angles $3 \times 3 \times \frac{5}{16}$, doubling plates fitted at the partners, and the plates tested at the Steel works.

NUMBER & LETTER for EQUIPMENT		Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
SAILS.	CABLES, &c.	Fathoms.	Inches.		Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	149 2 1/2	2 1/2	107 2 0 0 300 x 2 1/2 19 May 84		1	40 1 20	36 2 2 0	40	19 May 84
	Fore Sails,	150 3 2 2 1/2	2 1/2	25 4 4 4 25 4 4 4		1	37 1 20	34 2 2 0	40	19 May 84
	Fore Top Sails,	90 4 2 2 1/2	2 1/2	30 4 4 4 30 4 4 4		1	37 1 20	34 2 2 0	40	19 May 84
	Fore Topmast Stay Sails,	45 3 4	3 4	22 4 4 4 22 4 4 4		1	37 1 20	34 2 2 0	40	19 May 84
	Main Sails,	90 10	10	120 x 13 120 x 13		1	37 1 20	34 2 2 0	40	19 May 84
	Main Top Sails, and	90 9	9	90 x 10 90 x 10		1	37 1 20	34 2 2 0	40	19 May 84
	quality	3 x 4 1/2	4 1/2	90 x 9 90 x 9		1	37 1 20	34 2 2 0	40	19 May 84
						1	37 1 20	34 2 2 0	40	19 May 84
						1	37 1 20	34 2 2 0	40	19 May 84

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Two* Life Boats and *two* other boats.

The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*.

Engine Room Skylights. How constructed? *of iron on comings* How secured in ordinary weather? *with screw bolts & nuts*

What arrangements for deadlights in bad weather? *Solid top with bulls eyes*

Coal Bunker Openings. How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck? *10 inches*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 5 freeing ports, & 2 spring pipes forward, and 5 scuppers 4 freeing ports and 2 spring pipes abaft the Bridge each side*

Cargo Hatchways. How formed? *of plates and angles, Comings 30 inches above deck*

State size Main Hatch *26' 0" x 12' 0"* Fore hatch *19' 6" x 11' 0" & 3' 0" x 6' 0"* Quarter hatch *19' 6" x 11' 0" and 15' 6" x 10' 0"*

If of extraordinary size, state how framed and secured? *One deep web plate in each of No. 1 & 4 hatchways, 2 deep web*

What arrangement for shifting beams? *plates in main hatch, a shifting in after hatch, & fore and after in all*

Hatches, If strong and efficient? *yes, solid 3"*

Order for Special Survey No. *190* Date *May 10th 1886*

Order for Ordinary Survey No. *194* Date *194*

No. *194* in builder's yard.

State dates of letters respecting this case *Nov. 19th & Dec. 14th 1885; and May 6th and June 23rd 1886*

General Remarks (State quality of workmanship, &c.) *This vessel - a duplicate of the S.S. "Demio"*

and S.S. "Etolia" Belfast Reports Nos 3266 and 3307 respectively

has been built in accordance with the approved tracing of midship

section forwarded on the 10th Inst, and the accompanying sketch shows

sheer strake straps, and the pumping plan; in compliance with the Secretary's

letters dated as above, and the Rules in other respects, including the

Committee's Circulars on steel, have been complied with. She has a

forecastle 43 feet long, partially enclosed, a Bridge 80 feet long, covering the

Engines and Boilers, on the top of which is fitted a Chart room and the

Engine Skylight, and a poop 33 feet long. She has a double bottom

constructed on the Cellular system 264 feet long, with water capacity

for 545 tons, and an after peak tank with water capacity for 40 tons,

tested as required by the Rules. The materials used in her construction

and the workmanship are very good.

State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, and quarter-deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint*

I am of opinion this Vessel should be Classed *+ 100 A 1 Steel and Iron 2 Strs (Iron) 3 Strs Rule*

The amount of the Entry Fee *£ 5* is received by me, *James Surpin*

Special *£ 3 11 6* 14. 11. 1884

(to be sent as per margin). Certificate *100 A 1*

(Travelling Expenses, if any, £ *100 A 1*)

Committee's Minute *100 A 1*

Character assigned *100 A 1*

FRIDAY 18 NOV 1884

2 Strs (Iron) 3 Strs Rule

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1

100 A 1