

Workmanship. Are the butts of plating planed or otherwise fitted? *mostly lapped, planed where butted.*
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 Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts ~~and Bowsprit~~ *Rigged with four masts as auxiliary to steam power.*
Fore and Main masts 120-38 120-20 diam. 3 plates in the round, 13 to 32, and 3 angles 4-3-7/8.

Mizen Mast - 93-0 - 24 - 3 - 12 to 32 - 3 - 4-3-7/8.
Jigger - 98-6 - 23 - 3 - 12 to 32 - 3 - 3-3-7/8.

As previously approved: all plates tested at the steel works; and all masts doubled at partners. The

Number for Equip- ment	CABLES, &c.		Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.								
Letter for do. <i>Y</i>	14724	149 1/2	27 1/2	120 1/2	300-216 Aug 26. 89	26003	43-1-26	38-2-0-0	43	Aug 13. 89
N. SAILS.	14718	150 1/2	-	120 1/2	-	25973	43-2-24	38-8-3-0	43	-
Fore Sails,	<i>Made by Lingley & Co. tested at Hetherington by J. G. Lewis</i>									
Fore Top Sails,	<i>40-1-28</i>									
Fore Topmast Stay Sails,	<i>40-1-28</i>									
Main Sails,	<i>40-1-28</i>									
Main Top Sails, and quality	<i>40-1-28</i>									
<i>Good</i>	<i>40-1-28</i>									
Iron Stream Chain or Steel Wire ...	90	4 1/2	47 tons	43-2-26	13. 89	26097	43-1-0	38-1-1-0	43	-
Hempen Str'm Cable	120	4 1/2	-	120-14	- 13 -	Collective Weights				
TOWLINE— Hemp or Steel Wire	120	3	18-	43-2-26	Pulliant R. Oct 7. 89	26104	14-0-2	15-14-2-21	14	-
Hawser	90	12	-	90-12	-	Kedge	26096	7-1-2	9-13-3-0	4
Warp	90	12	-	90-10	-	2nd	26096	3-3-1/2	6-5-1-7	3 1/2

Standing and Running Rigging *twice* *hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *two* other boats

The Windlass is *Patent Steam & good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *of plates and angles* 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? *9' above top of B.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 scupper ports 3-0-2-4, 4-3-0-1-0, 3 scupper*
and 2 mowing pipes forward. 2 scupper ports 3-0-2-4, 2-3-0-1-0, 5 scuppers & 2 mowing pipes aft each side.

Cargo Hatchways.—How formed? *of plates and angles* Hatches, If strong and efficient? *yes. 3' solid.*

State size Main Hatch *19-0-14-0, 13-10-0-11* Fore hatch *11-13-6-11* Quarter hatch *11-13-6-11* Hatchways, and 1 lock plate.

If of extraordinary size, state how framed and secured... *1 shifting beam and 1 fore daper in No 1, 3, 4, 5 & 6 hatchways, and 1 lock plate.* What arrangement for shifting beams?

Order for Special Survey No. *220* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *April 21st 1889* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *218* 3rd. When the beams were in and fastened, and before the decks were laid...

Date *March 15th 1889* 4th. When the ship was complete, and before the plating was finally coated or cemented...

No. *218* in builder's yard. 5th. After the ship was launched and equipped

State dates of letters respecting this case *March 15th, April 5th 1889. April 9th, May 7th 1889.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the*

enclosed approved tracings of midship and longitudinal sections, elevation in E.T.B. space, upper deck and

midship deck plan in way of shape; the requirements contained in the memorandum which accompanied

the first entry Report No. 3594, have been carried out, viz—

1. The beams of the several decks are supported by double rows of pillars.

2. The Bridge side plating, and the sheer strake at the ends of bridge have been increased in thickness.

3. The strake of deck plating adjacent to the hatchways has been increased in thickness.

4. The arrangement of string beams and web frames in E.T.B. space, as approved, has been carried

out, and the parting arrangements are satisfactory.

The Secretary's letters, dated as above have been complied with, and

the Rules in other respects, including the Committee's Circulars on Steel, have

been adhered to; she is built to the S.D. Rule, having a Forecastle 42 feet, a

Bridge 28 feet, and a Poop 41 feet long; a double bottom constructed on the Cellular

system 316 feet long, with water capacity for 82 1/2 tons, and an after peak tank

holding 50 tons, all tested as required by the Rules; she is a great deal

stronger than required by the Rules in many parts. The materials used

in her construction, and the workmanship are very good.

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *paint*

Particulars for Record in R.B.—Length of Poop *41* ft., R.Q.D. — ft., Bridge Dk., *28* ft., F'castle *42* ft.; No. of Dks. (excluding spar, awn., &c.) *two*

Material of dks. *if spar, awn. dk., &c.* Material of spar, awn. dk., &c. — ; No. of tiers of beams (with and without dks. laid) *three*

Official No. *96370* Signal Letters — *double bottom, &c. particulars on separate form.*

I am of opinion this Vessel should be Classed *+ 100 A 1 Steel 2 Dks. 1 Iron & 1 Steel. 3 D's Rule*

The amount of the Entry Fee£ *5* : : is received by me, *J. G. Lewis*

Special£ *25* : : *19.10.1889*

(to be sent as per margin). Certificate *Plates* : : Surveyor to Lloyd's Register of British and Foreign Shipping.

(Travelling Expenses, if any, £ —) TUES 22 OCT 1889 *It is submitted that this*

Committee's Minute *100 A 1 Steel* vessel appears eligible to be

Character assigned *2 Dks. 1 Iron & 1 Steel 3 D's Rule* placed 100 A 1 (Steel) as recommended

1 dms 10/89 HULL CERTIFICATE *Record Forward* 2 Dks (1 Iron & 1 Steel) 3 D's Rule

all D's & particulars appended.