

**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? *never been*

State also Length and Diameter of Lower Masts and Bowsprit. Schooner rigged with two pole masts, as Aerial, to steam power. Fore Mast heel to truck  $112.6 \times 23$ , and Main Mast  $105.10 \times 21$ , constructed with two plates in the round  $\frac{7}{8}$  to  $\frac{9}{16}$ . The Yard  $51.9 \times 13$ , 2 plates  $\frac{5}{8}$  to  $\frac{7}{16}$ . Masts doubled at partners and at heels; Yard doubled at slings, and all plates tested at the steel works.

Number for Equip- ment		CABLES, &c.			Test per Certificate.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
Letter for do.		Number of Certificate.	Fathoms.	Inches.	Tons.			Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.				
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality  Good		4919	135 <sup>5</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>8</sub>	88.10.0-0	270 x 1 <sup>14</sup> / <sub>8</sub>	Oct. 5 - 89	19238	42.2.14	37.11.3.14	42.2.0	Aug 24 - 89	
		4923	135 <sup>5</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>8</sub>	" " "	" " "	" 14 - "	19239	40.2.21	36.6.1.0	40.2.14	" " - "	
		Makers R. Wood	100	4	33	100 x 12	White Iron Wire	19460	38.0.14	34.13.0.14	38.0.14	Oct. 9 - "	
		Iron Steam Chain or Steel Wire ..	75	4 <sup>1</sup> / <sub>4</sub>	35 tons	n 4 <sup>1</sup> / <sub>4</sub> S.W.	at Jack	Waiting Buikins Docklass made by J. Spencer & Co. and tested at Sunderland by J. C. Briggs, and					
		Hempen Str'm Cable	100	4	33	100 x 12	White Iron Wire	Collective Weights	121.1.24		121.1.0	J. C. Briggs	
		TOWLINE— Hemp or Steel Wire.	75	3	18	n 4 <sup>1</sup> / <sub>4</sub> S.W.	Winnington	Stream	10118	10.3.15	12.15.2.0	10 <sup>3</sup> / <sub>4</sub>	Oct. 2 Chart. 89
		Hawser	90	9		90 x 9 <sup>1</sup> / <sub>2</sub>		Kedge	10119	7.2.8	7.16.1.0	5 <sup>1</sup> / <sub>2</sub>	" 2 L. Jack 89
		Warp	120	6		90 x 8		2nd	10124	2.2.0	5.7.1.0	2 <sup>1</sup> / <sub>2</sub>	" 2 L. Jack 89

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

What arrangements for deadlights in bad weather? *Solid top with bull's eyes.*

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Greenpans and 2 Scuppers in well*

Cargo Hatchways.—How formed? *off flats and angles* *yes* *yes* *yes*  
 State size Main Hatch *26 x 16 ft. in 80* Forehatch *20 x 11 16 x 11* Quarterhatch *8 ft. 6 in. 8 ft. 6 in.*  
 Hatches, if strong and efficient? *yes*

How framed and secured... *the two holes in front of 3, 4, 5, three* What arrangement for shifting beams? *five & afters in all, except No. 5, which has one fore & after* }

Date	Nov 16 - 1888	Sur	build	rection	2nd. On the plating during the process of riveting	23. Mar. 2, 12, 18, 21, 24; April 2, 10, 14, 30.
					3rd When the beams were in and fastened	

DATE 3-2 in builder's yard

General Remarks (State quality of workmanship, &c.) *This is a good specimen of the workmanship of the time.*

Approved tracings of midship and longitudinal sections forwarded with the

Drainage plan and pumping plan; the Secretary's letters dated as above have been

circulars on steel have been ordered to the 1st Dept. and having

Worcester St. S., a bridge 125.4 combined with a raised granite deck 111 ft. long.

for 100 tons, and an after peak tank holding 30 tons, all tested as required.

The Materials used in her construction, and the workmanship are:

Pitch & note & bituminous

The written request of the owners -

Particulars for Record in R R — Length of Peon      # R O D      Bridge Df.      Elevation      No. of Dials      1      2

Official No. 97545; Signal Letters           . ☒ If double bottom, state particulars on separate form.

The amount of the Entry Fee .....£ 5: - - is received by me, *[Signature]*

to be sent as per margin). Certificate *Gratis* : Surveyor to Lloyd's Register of British and Foreign Shipping.  
Travelling Expenses, if any, £ *—* ).

Character assigned, 100A1 SPL

15R cont dep 1st May

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