

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?

No

Masts, Bowsprit, Yards, &c., are *As App. Plan* 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

This steamer is Schooner rigged as auxiliary to steam with two steel masts. Fore mast h'd to hounds 71'-9" - hounds to topmast head 26' 10" 17 1/2 - 22 1/2 - 18 1/2 x 10 plates 6 1/2 - 7 1/2 - 8 1/2 x 3/4 at heel, part hounds + top cap respectively. Main mast - 64'-9" from heel to hounds. to top cap 26 ft. dia 16 1/2 - 21 - 17 1/2 x 8 plates 6 1/2 - 7 1/2 - 8 1/2 x 3/4 - Two plates in round butts lapped + triple + double riveted seams single riveted; heel partners + to head doubled. 4". Fore id 63 x 15 1/2

Number for Equip- ment Letter for do.	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate per Rule.	W't req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate & date	Fathoms.	Inches.				Number of Certificate (State if any and Name of Anchor)	which Anchors are Stockless.				
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality no spare.	10301 25-7-89	135	1 1/2	82 1/2 x 59 1/2	270 x 1 1/2	Chains made by S. Hartshorn & Co. Ltd. by E. P. Smith one of 4 1/2 inch at Netherthorpe.	11817	32-1-0	30-6-1-0	32		Anchors made by S. Hartshorne
	10302 7-8-89	135	1 1/2	82 1/2 x 59 1/2			11819	31-1-0	29-11-1-0	32		160 Netherthorpe
							11820	27-3-9	27-0-2-14	27 1/2		Tested by E. P. Smith on N. 5.
								Collective Weights	91-1-9	91 1/2		Machine at Netherthorpe
								Stream Rodger	10-2-14	12-10-3-21	10 1/2	
								Kedge Rodger	5-2-7	7-18-1-21	5 1/4	
								2nd Kedge Rod	2-2-9	5-2-2-87	2 1/2	
Standing and Running Rigging <i>Steel wire thump</i> sufficient in size and <i>good</i> in quality. She has <i>one</i> Life Boat and <i>one</i> cutter + <i>one</i> dingy.												
The Windlass is <i>Hartfield's steam</i> Capstan 4 Rodgers and Rudder <i>Good</i> Pumps 5" dia. <i>Good</i>												

Engine Room Skylights. How constructed? *4 iron plates on bridge deck* How secured in ordinary weather? *screws + quadrants.*

What arrangements for deadlights in bad weather? *7 ft high, and tank pump on top.*

Coal Bunker Openings. How constructed? *1/2 iron coverings* How are lids secured? *Battens + tarpaulins* Height above deck? *9"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 clearing ports 33" x 21" + 1 scupper in well - 4 clearing ports 25 1/2 x 18" + 4 scuppers aft. on each side of vessel*

Cargo Hatchways. How formed? *Of 7/8 x 1 1/2" iron 39" deep well 30" aft. rivetted + deck* Hatches, If strong and efficient? *Yes 3" cold V.P.*

State size Main Hatch *N^o 1 - 15-11 x 12-0" N^o 2 - 20-0 x 14-0" N^o 3 - 23-11 x 14-0" Quarter hatch 4 - 15-11 x 14-0"*

If of extraordinary size, state how framed and secured.... *N^o 2 + 3 have each 2 deep web plates. N^o 1 + 4 each a beam + all have 3 for and afters.* What arrangement for shifting beams?

Order for Special Survey No. <i>245</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>March 15, 18, 29. May 2, 10, 14, 16, 24, 29</i>
Date <i>17th Nov. 88</i>	2nd. On the plating during the process of riveting	<i>June 4, 13, 18, 24, 27; July 1, 8, 10, 20, 25, 27. Aug 1</i>
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>5, 8, 16, 28. Sept. 9, 10, 12, 19, 23. Oct 3, 8, 14</i>
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>19, 22, 25, 28, 31. N^o 6, 8, 12, 15, 21, 28, 29. Dec</i>
No. <i>66</i> in builder's yard.	5th. After the ship was launched and equipped	<i>3, 10, 16, 18, 21, 31 Jan 7, 9, 11, 17, 21, 30 Feb 4, 1890. of Visits 59</i>
State dates of letters respecting this case		<i>15th Nov. 4th Dec 1888. 6th March, 30 April, 25 Sept 10th Dec 1889. 4th Jan 1890</i>

General Remarks (State quality of workmanship, &c.) *This steamer has been built in accordance with the approved amended plans viz, the Midship Section, profile, Strong beam in 1/23 space +, pumping plan (sent to Glasgow.) + masts, the Secretary's letter of approval dates the Rules + Circulars on steel + steel steamers with very slight modifications noted on plans, and to the satisfaction of the undersigned.*

The steamer is of the Well D.K. type having a cell. 8-13. over a length of 260 ft. with a water capacity of 490 tons and an after peak tank to contain 26 tons of water is fitted all water ballast tanks tested as per Rule but after peak the retested at Glasgow. There are fitted a bridge 118 ft., a forecabin 34 ft., a Raised 2. D.K. 104 ft. long.

Freeboards have been assigned by the Committee. Marked on vessel's sides as per the Secretary's letter 16-1-90, and checked over by undersigned. The steel used in the construction has been tested + stamped B and the material + workmanship throughout are good + satisfactory.

The steamer is to be completed at Glasgow where she is receiving her machinery.

How are the surfaces preserved from oxidation? Inside *Portland cement + paint* Outside *paint*

Particulars for Record in R.B. Length of *8* ft., R.Q.D. *104* ft., Bridge Dk., *118* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn., &c.) *One*

Material of dks. *Steel* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓* No. of tiers of beams (with and without dks. laid) *one*;

Official No. *96260*; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *+ 1001 steel Well Deck 1st deck LA + CP with Freeboards recorded*

The amount of the Entry Fee £ *5 : 0 : 0* is received by me, *James Clayton*

Special £ *78 : 0 : 6* *Not 48 +* in the Reg. Room. Upon completion at Glasgow.

(to be sent as per margin). Certificate ... *Gratis* : *31/3/90*

Committee's Minute *FRIDAY 18 APRIL 1890*

Charterer assigned *100A1 Steel 1st sk. 1st deep framing Well D.K.*

+ *Lmb 4/90 L g o c p Record Freeboards*