

Workmanship. Are the butts of plating planed or otherwise fitted? *Mostly lapped, planed where better.*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *ex.*

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.*

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 stumped with Maker's name.

State also Length and Diameter of Lower Masts ~~and Bowsprit~~ *Rigged with 4 pole masts as auxiliary to steam power.*

Tree and Main Masts Extreme 112 and 112.3 - 24, 3 plates in the round $\frac{7\frac{1}{2}}{32}$ to $\frac{2}{32}$ and $\frac{1\frac{1}{2}}{32}$ to $\frac{2}{32}$ and 3 angles $4 \times 3 \times \frac{7}{16}$ and $4 \times 3 \times \frac{5}{16}$ respectively, Mizzen and Jigger masts 24.9 and 28.3 - 24 and 28 3 plates in the round $\frac{10}{32}$ to $\frac{6}{32}$ and 3 angles $4 \times 3 \times \frac{5}{16}$ and $3\frac{1}{2} \times 3 \times \frac{5}{16}$ respectively. All doubled at the partners, and at heels, and all plates tested at the steel works.

[illegible]

N.	SAILS.	21018	49.1	2 $\frac{1}{2}$	113 $\frac{1}{4}$	300x2 $\frac{1}{2}$	31 July .90	28252	42.0-22 $\frac{1}{2}$	37.0-1.0	41 $\frac{1}{2}$	39 $\frac{1}{2}$ July .90
	Fore Sails.	21019	150.5	2 $\frac{1}{2}$	81 $\frac{1}{4}$		P Aug. 90	28270	42.0-22 $\frac{1}{2}$	37.2-2.0	41 $\frac{1}{2}$	2 $\frac{1}{2}$ Aug .90

Fore Sails,	Makers	Tested at	28269	41.1.25	36.16.1.0	412	2 - 2 - 2
Fore Top Sails,	P. Hingley & Sons	Netherthorpe	28271	10.3.12	36.1.3	354	2 - 2 - 2
Fore Topmast Star Sails	Iron Stream Chain or Steel Wire	00 4 1/2 39mm 90 x 1 3/4 in	28271	36.1.3	33.4.0.21	354	2 - 2 - 2

Stay Sails,	or Steel Wire ..	70	42	39	42	Pullivant	Makes Ryeley & Sons - Tested at Netherpton
Main Sails,	Hempen Str'm Cable	120	4½	39	42	Pullivant	Collective Weight 161.3.24
Main Top Sails,	TOWLINE--	70	3½	26	120	13	159 3/4 J.G. Lewis.

and quality	Hemp or Steel Wire.	90	52	20	4 1/2 x 2 1/2	Random	Strap	2 1/2 x 6	13.0.0	14.0.0	12 3/4	6 Aug.	.90
good	Hawser	120	2 1/2	12	90 x 11	Dep. 19. 90	Kedge	2 1/2 x 6	13.0.0	14.0.0	6 1/2	5 - "	—
		90	10		22 x 2								

Warp..... 190 9 90x9 2nd 200 4 3.1.9 1.16.2.4 3 1/4 5 -

Standing and Running Rigging *wire and temp* sufficient in size and *good* in quality. She has *four* Life Boats and *a six*

The Windlass is Patent and good Capstan good and Rudder good Pumps good.
 Engine Room Skylights - How constructed? Photo. and caulked causing by feet above bridge deck. How secured in ordinary weather? See

Engine Room Skylights.—How constructed? *frames and angles on top* How secured in ordinary weather? *sewer bolts and nuts*
What arrangements for deadlights in bad weather? *solid top with bulls' eyes*

Coal Bunker Openings.—How constructed? *plates and angles* How are lids secured? *with hatch bars* Height above deck? *12, and gunwale*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers and 3 for the bridge*

Scuppers, &c. — What arrangements for draining upper deck of water, in case of shipping a sea? *Scuppers and 3 steering ports*

20" x 12" each side

Gun Hatchways — How formed? *of plates and bulk*

Hatches — Is it

Cargo Hatchways.—How formed? *of plates and angles* Hatches, If strong and efficient? *Yes 3 Solid*
 State size **Main Hatch** *h=3-19.0-12.0* **Forehatch** *h=1-11.6-10* *h=2-15.6-12* **Quarterhatch** *h=4-9.6-10* *h=5-4-4* *h=6-*

If of extraordinary size, state how framed and secured... *one web plate, No. 1, 4 and 6, two web plates in Nos. 2, 3 and 5, and one fore and aft in all.* What arrangement for shifting beams? *pr rule.*

Order for Special Survey No. 277 surveys building on 18:
Date Dec-10-1889
1st. On the several parts of the frame, when in place, and before the plating was wrought { Jan. 7 15, 22; Feb. 5 13, 20, 28; Mar. 7 14, 19, 24; re
2nd. On the plating during the process of riveting { April 3 14, 23 28; May 4 15 22; June 3 6 2

Order for Ordinary Survey No. 1

Date 1

3rd. When the beams were in and fastened, and before the decks were laid.... } 12, 16, 23, July 2, 24, Aug 1, 6, 9, 12, 14, 22, 28, Sept 1

4th. When the ship was complete, and before the

No. 231 in builder's yard. DATE 2.10.18 held as per plating was finally coated or cemented.. 2.10.18, 19.26; Oct. 2, 10, 15, 18, 1890.
5th. After the ship was launched and equipped 1.10.18 2.10.18 3.10.18 4.10.18 5.10.18 6.10.18 7.10.18 8.10.18 9.10.18 10.10.18 11.10.18 12.10.18 13.10.18 14.10.18 15.10.18 16.10.18 17.10.18 18.10.18 19.10.18 20.10.18 21.10.18 22.10.18 23.10.18 24.10.18 25.10.18 26.10.18 27.10.18 28.10.18 29.10.18 30.10.18 31.10.18 1.11.18 2.11.18 3.11.18 4.11.18 5.11.18 6.11.18 7.11.18 8.11.18 9.11.18 10.11.18 11.11.18 12.11.18 13.11.18 14.11.18 15.11.18 16.11.18 17.11.18 18.11.18 19.11.18 20.11.18 21.11.18 22.11.18 23.11.18 24.11.18 25.11.18 26.11.18 27.11.18 28.11.18 29.11.18 30.11.18 1.12.18 2.12.18 3.12.18 4.12.18 5.12.18 6.12.18 7.12.18 8.12.18 9.12.18 10.12.18 11.12.18 12.12.18 13.12.18 14.12.18 15.12.18 16.12.18 17.12.18 18.12.18 19.12.18 20.12.18 21.12.18 22.12.18 23.12.18 24.12.18 25.12.18 26.12.18 27.12.18 28.12.18 29.12.18 30.12.18 31.12.18 1.1.19 2.1.19 3.1.19 4.1.19 5.1.19 6.1.19 7.1.19 8.1.19 9.1.19 10.1.19 11.1.19 12.1.19 13.1.19 14.1.19 15.1.19 16.1.19 17.1.19 18.1.19 19.1.19 20.1.19 21.1.19 22.1.19 23.1.19 24.1.19 25.1.19 26.1.19 27.1.19 28.1.19 29.1.19 30.1.19 31.1.19 1.2.19 2.2.19 3.2.19 4.2.19 5.2.19 6.2.19 7.2.19 8.2.19 9.2.19 10.2.19 11.2.19 12.2.19 13.2.19 14.2.19 15.2.19 16.2.19 17.2.19 18.2.19 19.2.19 20.2.19 21.2.19 22.2.19 23.2.19 24.2.19 25.2.19 26.2.19 27.2.19 28.2.19 29.2.19 30.2.19 31.2.19 1.3.19 2.3.19 3.3.19 4.3.19 5.3.19 6.3.19 7.3.19 8.3.19 9.3.19 10.3.19 11.3.19 12.3.19 13.3.19 14.3.19 15.3.19 16.3.19 17.3.19 18.3.19 19.3.19 20.3.19 21.3.19 22.3.19 23.3.19 24.3.19 25.3.19 26.3.19 27.3.19 28.3.19 29.3.19 30.3.19 31.3.19 1.4.19 2.4.19 3.4.19 4.4.19 5.4.19 6.4.19 7.4.19 8.4.19 9.4.19 10.4.19 11.4.19 12.4.19 13.4.19 14.4.19 15.4.19 16.4.19 17.4.19 18.4.19 19.4.19 20.4.19 21.4.19 22.4.19 23.4.19 24.4.19 25.4.19 26.4.19 27.4.19 28.4.19 29.4.19 30.4.19 31.4.19 1.5.19 2.5.19 3.5.19 4.5.19 5.5.19 6.5.19 7.5.19 8.5.19 9.5.19 10.5.19 11.5.19 12.5.19 13.5.19 14.5.19 15.5.19 16.5.19 17.5.19 18.5.19 19.5.19 20.5.19 21.5.19 22.5.19 23.5.19 24.5.19 25.5.19 26.5.19 27.5.19 28.5.19 29.5.19 30.5.19 31.5.19 1.6.19 2.6.19 3.6.19 4.6.19 5.6.19 6.6.19 7.6.19 8.6.19 9.6.19 10.6.19 11.6.19 12.6.19 13.6.19 14.6.19 15.6.19 16.6.19 17.6.19 18.6.19 19.6.19 20.6.19 21.6.19 22.6.19 23.6.19 24.6.19 25.6.19 26.6.19 27.6.19 28.6.19 29.6.19 30.6.19 31.6.19 1.7.19 2.7.19 3.7.19 4.7.19 5.7.19 6.7.19 7.7.19 8.7.19 9.7.19 10.7.19 11.7.19 12.7.19 13.7.19 14.7.19 15.7.19 16.7.19 17.7.19 18.7.19 19.7.19 20.7.19 21.7.19 22.7.19 23.7.19 24.7.19 25.7.19 26.7.19 27.7.19 28.7.19 29.7.19

State dates of letters respecting this case *May 14 - & 29; June 7 - and Oct-18- & 29-1889.*

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

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved tracings of midship, & longitudinal sections, and plan of keel. B. 200. 1800.

forwarded with the Freeboard Report N° 3703. - A duplicate raising of midship section

accompanies this report. The Secretary's letters, dated as above, have been completed
with, and the Rules in other respects including the Committee's report.

been addressed to: the is a better vessel to the T.S. Michigan - Belfast report n° 3418

built to the 3rd Rule, having two complete steel deck, and steel lower deck in No. 1 an

as per Rule for Aunwing deck vessels is continuous and the deck gear, so -

being fitted over the ⁷²two principal hatchways; she has a double bottom constructed on the

cellular system 312 long, with water capacity for 718 tons. a fore peak tank holding 48 tons, and
a 2nd peak tank holding 10 tons. all subdivided by transverse bulkheads.

The scantlings are considerably heavier than required by the Rules.

parts. The materials used in the construction, and the workmanship are very good.

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

Particulars for Record in R.B.—Length of Poop 78 ft., R.Q.D. - ft., Bridge Dk. 116 ft., F'castle 40 ft.; No. of Dks. (excluding spar, awn, &c.) 20 *itch*
Material of dks. Steel. If spar, awn, dk. &c. - Material of spar, awn, dk. &c. - *itch*

Material of dks. steel If spar, awn. dk., &c. _____; No. of tiers of beams (with and without dks. laid) three
Official No. _____; Signal Letters _____ If double bottom, note particulars on separate form.

I am of opinion this Vessel should be Classed 7 100 H 1 Steel 2 1/2% Steel 30 D.K. Rule.

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

Special £115: 4: . 29/10/1890 27 James Turpin
Certificate .. *Gratis* :
Successor to Lloyd's Register of British and Foreign Shipping

Committee's Minute

Character assigned 100 A 1 Steel eligible to be classed 100 A 1 / Steel as recommended -

+ Lmb 10/90
2 Dks (Steel) 3 trs blms
Cell 5B. (particulars of the 2nd)

Handwritten text on a strip of aged paper, likely a flyleaf or endpaper, showing the words "ad 17" and "in 17" in cursive script.
