

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? *few*

Masts, Bowsprit, Yards, &c., are *iron & steel* 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 *Bowsprit & 1st boom is one 59 ft. diameter 30 in. - 4 plates 1/2 in. thick & 1/2 in. wide*

Foremast (Iron & 1/2 in. dia) 120 ft x 30 in. main - 4 plates in the round double beam & 1/2 in. thick
Main Mast do 123 ft x 30 in. 9/16 in. 1/2 in. thick - doubled at bedding - 4 plates
Mizzen Mast do 123 ft x 30 in. doubled at knightheads
Rigger do 119 ft x 23 in. 3 plates in round 9/16 in. 1/2 in. thick

NUMBER for EQUIPMENT		Atoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supratd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supratd.
SAILS.												
CABLES, &c.												
No.												
Fore Sails,	Chain	270	1 5/8	67 5/16	270-1 5/8		Bower Anchors	13507	39-2-10	36-10-1-7	36-2-0	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Top Sails,	Iron Stream Chain	75	1 5/8	20 3/4	75-1 5/8			13508	35-2-14	32-16-3-14	36-2-0	
	or Steel Wire	75	1 5/8	20 3/4	75-1 5/8			13503	31-3-12	30-0-2-4	31-0-0	
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	3 1/2	26	90-3 1/2			107-0-8			104-0-0	
	Towline, Hemp.	90	3 1/2	26	90-3 1/2							
Main Sails,	or Steel Wire	90	10 1/2		90-10 1/2		Stream Anchor	13460	11-1-21	13-7-2-0	11-1-0	
	Hawser	90	6 1/2		90-6 1/2		Kedge	13477	5-2-7	7-18-1-21	5-2-0	
Main Top Sails, and	Warp	180	5 1/2				2nd Kedge	13470	2-3-0	5-5-0-0	2-3-0	
	quality											

Standing and Running Rigger *but iron rope* sufficient in size and *good* in quality. She has *four* *Loys* Boats and *four* others
The Windlass is *American & Walker* Capstan *good* and Rudder *good* Pumps *two double acting 6 1/2 in*

Engine Room Skylights. How constructed?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

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

Five scuppers & one ports on each side
Cargo Hatchways.—How formed? *Full covering full depth of beam 22 in above deck & 9/16 thick*
State size Main Hatch *16 x 9* Forehatch *6'0" x 5'0"* Quarterhatch *8' x 6'*

If of extraordinary size, state how framed and secured? *Not extraordinary size*

What arrangement for shifting beams? *Built beam in main hatchways*

Hatches, If strong and efficient? *Yes Solid 3 in*

Order for Special Survey No. *432*
Date *23rd Dec 1882*
Order for Ordinary Survey No. *82*
Date *82*
No. *82* in builder's yard.
Letters dated *M 11-5-82, 6-12-82, 16-5-83, 18-6-83, 10-7-83, 8-3-84*

General Remarks (State quality of workmanship, &c.) *This is a 4 masted sailing vessel built of steel*

in accordance with the approved plans, herewith, & in other respects as per Rule
She has a full poop 35 feet long & a topfullant forecabin 35 feet long at
the end of each of which is a strong iron bulkhead - There are three deck
houses also constructed of iron -

The masts are of iron & the yards of steel all in accordance
with the plan submitted & approved

The rivets used in the vessels construction are of steel
& the shell plating - except foreboards - for half length amidships is
double riveted in the butts

The material has been tested by the Society's Surveyor &
is stamped B In working it has proved very satisfactory

The workmanship throughout is very good & the vessel
is well built & suitably equipped

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed *1-100 A 1*

The amount of the Entry Fee ... £ *4* : *0* : *0* is received by me,

Special ... £ *6* : *2* : *0* 18

Certificate ... *66 18: 18/18/84* Surveyor to Lloyd's Register of British and Foreign Shipping.

(Travelling Expenses, if any, £ ...)

Committee's Minute *TUESDAY 15 JULY 1884 18*

Character assigned *100 A 1*

Reference should be made to any correspondence connected with the case.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Geo. J. Cooper
Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
Foundation