





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*  
to plate, &c., conform well to each other? *Yes*  
from the faying surfaces? *Yes*  
Do the holes for riveting plate to frames, butt straps, or plate  
Are the rivet holes well and sufficiently countersunk in the plate and punched  
Do any rivets break into or through the seams or butts of the plating? *Not many*

Masts, Bowsprit, Yards, &c., are *of 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

Foremast: Length 98' 6"; Dia. at heel 17"; at deck 22"; at haunts 16"; at head 7"  
Mainmast: " 92' 6"; " 17"; " " " " " " " " " " " "

Number for Equip- ment <i>21619</i> Letter for do. <i>r</i>	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.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)					
<i>One set of Sails</i>  SAILES. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality	<i>14049</i>	<i>134 1/2</i>	<i>1 1/2</i>	<i>55 1/8</i>	<i>270: 1 1/2</i>	<i>Wm. &amp; A. G. &amp; Co. Ltd.</i>  <i>Wm. &amp; A. G. &amp; Co. Ltd.</i>	<i>27741</i>	<i>30. 1. 20</i>	<i>29</i>	<i>30. 0. 0</i>	<i>Wm. &amp; A. G. &amp; Co. Ltd.</i>  <i>Wm. &amp; A. G. &amp; Co. Ltd.</i>	
	<i>20124</i>	<i>135 1/2</i>	<i>1 1/2</i>	<i>55 1/8</i>			<i>27742</i>	<i>29. 3. 6</i>	<i>28. 10. 2</i>	<i>1428. 2. 0</i>		
							<i>27774</i>	<i>33. 2. 14</i>	<i>31. 6. 3</i>	<i>1427. 0. 0</i>		
	<i>Angley's Stockless</i>											
	<i>Collective Weights</i>											
							<i>Stream 27747</i>	<i>9. 2. 9</i>	<i>11. 13. 1. 21</i>	<i>9 1/2</i>		
							<i>Kedge 27744</i>	<i>4. 3. 12</i>	<i>7 1/4</i>	<i>4 3/4</i>		
							<i>2nd Kedge 27745</i>	<i>2. 1. 18</i>	<i>5</i>	<i>2 1/2</i>		

Standing and Running Rigging *Wise & rope* sufficient in size and *good* in quality. She has *Two* Long Boats and *two* cutters & 1 *dingy*.  
The Windlass is *Emmerson & Walker* Capstan and Rudder *good* Pumps *8" dia.*

Engine Room Skylights.—How constructed? *Lean in 7 ft casing* How secured in ordinary weather? *Lashed*

What arrangements for deadlights in bad weather? *Bulls' eyes*

Coal Bunker Openings.—How constructed? *Scuttles* How are lids secured? *Locked* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three freeing ports, each 21" x 21 1/2", and one mooring pipe 10" x 6" on each side.*

Cargo Hatchways.—How formed? *Iron casings*

State size Main Hatch *24' x 12' x 36"* Forehatch *10' x 11' x 18"* Quarterhatch *16' x 12' x 18"*

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

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

What arrangement for shifting beams? *by Rule*

Order for Special Survey No. *513* Date *10th Sept 1889*

Order for Ordinary Survey No. *143* in builder's yard.

State dates of letters respecting this case *1889: July 22nd, Aug. 1st 8th, Sept. 12th, December 7th, 1890: Jan. 30th, Feb. 3. 11. 13. 18. March 13*

General Remarks (State quality of workmanship, &c.)

*This is a renew steamer constructed of steel and part iron shell, plating, in accordance with the approved plans and in other respects in accordance with the Rules. The steel is tested at the steelworks, and the certificater are annexed. One link in each chain is callipered and the size found correct.*

*The materials and workmanship are good.*

*Installation of Electric Light: Single wire system; the wires are of ordinary insulation, run in grooved wood casing, in engine room, tunnel fore-castle, galley, steering gear house storeroom (forward) and lamp room insulated wire armoured with galvanized iron wire is used. Lamp lights: Three in each hold.*

*The engine is of 8 1/4 cyl. 8" stroke, normal speed about 200 revolutions.*

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

Particulars for Record in R.B.—Length of Poop *172* ft., R.Q.D. *✓* ft., Bridge Dk., *✓* ft., F'castle *62* ft.; No. of Dks. (excluding spar, awn., &c.) *Five*

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) *Two*

Official No. *98106*; Signal Letters *+* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A1* *Steel shell plating part iron*

The amount of the Entry Fee .....£ *4* : - : is received by me, *St. J. Leydell*

Special .....£ *63* : *16* : *6* *17 June 1890*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A1* *Steel*

+ *Lmb 6/90* *Shell plating pt iron*

*La xcp* *2 dks Steel uppers*

*well dk*

*TUES 24 JUNE 1890*

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

*It is submitted that this vessel appears eligible to be Classed 100 A1*

*(Steel) with the notation "Shell plating (pt iron) as recommended"*

*2 dks (Steel 4 1/2 in)*

*all dks 1 1/2 in*

*well dk*

*Lloyd's Register Foundation*