

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5678 200
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? *A few.*
Masts, Bowsprit, Yards, &c., are *of Pine* 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. *There are two Pole masts of P. Pine.*
State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SALES.												
one on each side	Fore Sails,	89-5 1/2	1 7/8	20.3	165-1 7/8		Bower Anchors	1	5.2.13	10-15.0.0	8 1/2 cwt.	
	Fore Top Sails,	75-1 1/2	1 7/8	30.4			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	5.2.19	10-12.2.0	6 1/2 cwt.	
	Fore Topmast Stay Sails,	22 Aug 1881		11.25	60- 7/8		all	1	7.0.0	9.5.0.0	23 1/2	
	Main Sails,	5-2 1/2					31 Aug 1881	1	7.0.0	9.5.0.0		
	Main Top Sails,	75 8"		75-7 1/2				1	2.2.17	5.5.0.0	2 1/2	
	Warp	90 8"		90-5 1/2			Stream Anchor	1	1.2.15		1 1/4	
	Warp	90 8"					Kedge					
and quality <i>good</i>							2nd Kedge					

Standing and Running Rigging *Wire thumps* sufficient in size and *good* in quality. She has *one* Long Boat and *30* keels
The Windlass is *Paul's Patent* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *2 small skylights in deck on Bridge.* How secured in ordinary weather? *Bolted*
What arrangements for deadlights in bad weather? *framing & Carpanlines*
Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Swibs* Height above deck? *flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *open bulwarks*

Cargo Hatchways. How formed? *As usual*
State size Main Hatch *14 ft x 9 ft* Forehatch *13' 6" x 9 ft* Quarterhatch *✓*
If of extraordinary size, state how framed and secured? *not of an extraordinary size*
What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes.*
Order for Special Survey No. *1548* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Special Survey: - June 2, 6, 16, 20, 23, 27, July*
Date *26 Feb 1881* 2nd. On the plating during the process of riveting *5, 9, 15, 20, 28; Aug 4, 8, 11, 15, 18, 22, 29; Sep 9, 12;*
Order for Ordinary Survey No. *✓* 3rd. When the beams were in and fastened, and before the decks were laid... *Oct 3, 7, 14, 17, 25, 27, Nov 1, 7, 10, 14, 18, 22, 24,*
Date *✓* 4th. When the ship was complete, and before the plating was finally coated or cemented... *28; Dec 1, 12, 16, 23, 27, 28; 1882: Jan 9, 12, 17,*
No. *253* in builder's yard. 5th. After the ship was launched and equipped *18, 23, 26, 30; Feb 2, 14, 23; Mar 6, 16, 22, 29;*

General Remarks (State quality of workmanship, &c.) *April 3/10 1/4*
The workmanship in this vessel is good, and she is built in accordance with the approved tracings, 5 in number, attached herewith, and with the instructions contained in the Secretary's letter of the 27th Jan'y, 18 Mar. and 25 Nov. 1881. The steel of which she is built, was tested at the Manufacturers' Works, as set forth in the Circulars issued by the Committee. She has a fore peak ballast tank, containing 12 1/2 Tons of water, and a ballast tank aft around tunnels 17 1/2 ft long and containing 28 Tons of water; each of these tanks have been tested as required by the Rules. After launching this vessel was lifted on to a Quay in Builder's Yard, by a high tide which occurred on the 6th Jan. 1882. After being raised on blocks, a thorough examination was made, and two very slight indentations between frames, at Bilges, and one under bottom were found, but otherwise she sustained no damage, and was again successfully launched on the 22 Jan'y 1882. House aft 19 x 8 1/2. Open Bridge house 20 ft long, sunk forecabin 21 ft with side houses abt 5 1/2 ft long.

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 *100 A.1.*
The amount of the Entry Fee ... £ *4: 0: 0* is received by me, *✓*
Special ... £ *19: 14: 0* 10th April 1882
Certificate ... £ *0: 0: 0*
(Travelling Expenses, if any, £ *23: 14: 0*)
Committee's Minute *Friday, April, 21st. 1882.*
Character assigned *100 A.1.*
Surveyor to Lloyd's Register of British and Foreign Shipping. *It is submitted that this vessel appears eligible to be classed as 100 A.1.*