

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? *A few*

Masts, Bowsprit, Yards, &c., are *Wood* 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
2 Pine spars. Schooner Rig.

No.	SAILS.	CABLES, &c.	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.	
	Chain	Iron Stream Chain	135	1 1/2	66.5 47.5	270-1/2	10 th Mar/83	Bower Anchors	1	25.3.13	25.10.1.7	25.2.0	15 th Mar/83
	Fore Sails,	Chain Cable tested at Deptn by D. G. Lewis	135	1 1/2	—	—	12 th Apr/83		1	25.2.10	25.5.3.21	25.2.0	19 th Mar/83
	Fore Top Sails,	Stream Chain at Deptn by D. G. Lewis	75	1	27.0	75-1	19 th Mar/83		1	21.2.19	22.3.3.0	21.3.0	—
	Fore Topmast Stay Sails,	—	—	—	—	—	—		All tested at Deptn by D. G. Lewis				
	Main Sails,	Steel Wire	90	3 1/2	Steel	90-3 1/2	—	Stream Anchor	1	9.0.26	11.6.3.14	8.2.0	12 th Mar/83
	Main Top Sails,	Hawser	90	8 1/2	—	90-8 1/2	—	Kedge	1	4.1.15	6.17.2.0	4.1.0	14 th Mar/83
		Warp	90	6	—	90-6	—	2nd Kedge	1	2.1.9	4.17.2.0	2.1.0	—
		quality <i>good</i>	90	4	—	—	—						

Standing and Running Rigging *Atamp Wire* sufficient in size and *good* in quality. She has *20* Life Long Boats and *2* others.

The Windlass is *Main & Caldwell's Capstan* and Rudder *good* Pumps *as approved.*

Engine Room Skylights.—How constructed? *Leads on Iron casing* How secured in ordinary weather? *rolled*

What arrangements for deadlights in bad weather? *Metal gratings over glass.*

Coal Bunker Openings.—How constructed? *2 on middle line hatch* How are lids secured? *Bars & Lanyards* Height above deck? *4 feet 15"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *1 Freeing port, 2 Scuppers, 1 mooring pipe, and 1 gangway on each side of Main Deck forward; 2 Ports, 2 Scuppers, 1 mooring pipe & 1 gangway each side aft.*

Cargo Hatchways.—How formed? *Iron coverings*

State size Main Hatch *15.8 x 12.0 x 15" high* Forehatch *5.10 x 5.0 x 15" above 7. Deck* Quarterhatch *15.6 x 11.6 x 18" high*

If of extraordinary size, state how framed and secured? *None so.*

What arrangement for shifting beams? *Web plates in Main & Quarter hatches.*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1742	22 nd March 1882	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		1882. May 19, 23, 26. June 2, 6, 13, 18, 27, 30. July 7, 25. Aug.	1. 4. 8. 11. 15. 18. 29. Sep. 1. 5. 8. 12. 15. 19. 26. 29. Oct.	6. 9. 11. 17. 20. 24. 31. Nov. 7. 10. 14. 17. 24. 28. Dec. 1. 6	8. 14. 19. 21. 29. ¹⁸⁸³ January 12. 16. 23. 30. Feb. 6. 9. 13. 16. 21.	Mar. 5. 6. 8. 14. 16. 23. 27. 30. Ap. 3. 9. 13. 17. 19. 26.

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been constructed in accordance with the approved sketches of Midship O'Brien profile, part upper & lower deck plans, arrangement of web frames in boiler space, and pumping plan, also with the instructions contained in the Secretary's letter of the 16th April, 17th, 27th & 30th May, 8th June, and 3rd 7th Nov^{rs} 1882. This vessel has a double bottom throughout the Engine & Boiler space constructed on the Cellular system & with scantlings as approved, the ends of the vessel being of ordinary construction. This double bottom is divided into 3 parts, the forward part under the boilers is 36' 0" long, extends right across the ship & contains 5 tons, directly aft of this compartment there is a well 2' 0" wide, the next compartment, under the engines is 26' 0" long, and is subdivided at the middle line by a watertight centre plate, the capacity being 20 tons on each side, or 40 tons for the whole, there is also a 2' 0" well above this compartment, thus giving a total length of double bottom of 66' 0" with a capacity of 97 tons (not including capacity of wells). Steel rivets are used in the construction of the hull. Forecastle 70' 0" wood beam bulkhead. Open bridge 62' 0". Poop 16' 0" iron beam bulkhead.*

State if one, two, or three-decked vessel, or if open, or canvas decked; and the lengths of poop, bridge, fore-castle, &c. (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. I. Steel. Iron bulkheads*

The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *(Signature)*

Special ... £ 54: 9: 6 *25/4/ 1883*

Certificate ... *Exempt*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *TRM 100 A I Steel*

Inc. Exp. 1st May 1883

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