

IRON SHIP.

MONDAY 77 SEPT 1893

No. 6238 Survey held at Paisley

Date, First Survey Dec. 26th 1882

Last Survey Aug 29th

1883

On the S.S. "Warratea"

TONNAGE under Tonnage Deck 363.03

Ditto of Third, Spar, or Awning Deck Box of hatches 8.0

Ditto of Poop, or Raised Cr. Dk. 68.69

Ditto of Houses on Deck 2.65

Ditto of Forecabin 17.5

Gross Tonnage 459.87

Less Crew Space 25.05

Less Engine Room 147.16

Register Tonnage as cut on Beam 287.66

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL

Half Breadth (moulded) 13 Feet.

Depth from upper part of Keel to top of Upper Deck Beams 12.35

Girth of Half Midship Frame (as per Rule) 22.65

1st Number 48

1st Number, if a 3 Decked Vessel deduct 7 feet

Length 168.84

2nd Number 8104

Proportions— Breadths to Length 6.49

Depths to Length— Upper Deck to Keel 13.6

Main Deck ditto

Master John Gibb

Built at Paisley

When built 1883 Launched July 5/83

By whom built Messrs H. McIndoo & Co

Owners The Westport Coal & Shipping Co

Residence Dunedin

Port belonging to Dunedin

Destined Voyage Dunedin

If Surveyed while Building, Afloat, or in Dry Dock. Special Survey

LENGTH on deck as per Rule 168 Feet. 10 Inches. BREADTH— Moulded 26 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 11 Feet. 3 Inches. Do. do. Main Deck Beams 11 Feet. 3 Inches. Power of Engines 70 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 1 x 2 @ RQD

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.				
KEEL, depth and thickness	<u>6 1/2 x 1 1/8</u>	<u>7 as approved</u>	<u>6 1/2 x 1 1/8</u>	<u>7 as approved</u>	Flat Keel Plates, breadth and thickness	<u>30</u>	<u>13</u>	<u>30</u>	<u>13</u>	PLATES in Garboard Strakes, breadth & thickness	<u>9</u>	<u>4 1/8</u>	<u>9</u>	<u>4 1/8</u>
STEM, moulding and thickness	<u>6 1/2 x 3 3/4</u>	" From Garboard to upper part of Bilges	<u>4 1/8</u>	<u>4 1/8</u>	<u>4 1/8</u>	<u>4 1/8</u>	" Of d'bling at Bilge, or increased thickness, and length applied	<u>2 plates increased to half length</u>	<u>4 1/8</u>	<u>4 1/8</u>	<u>4 1/8</u>			
STERN-POST for Rudder do. do.	<u>6 1/2 x 3 3/4</u>	" From up. prt of Bilge to l. edge of Sh'strake	<u>4 1/8</u>	<u>4 1/8</u>	<u>4 1/8</u>	<u>4 1/8</u>	" Main Sheerstrake, breadth and thickness	<u>33</u>	<u>11</u>	<u>33</u>	<u>11</u>			
" " for Propeller	<u>6 1/2 x 3 3/4</u>	" Of d'bling at Sh'stk. & lng. applied	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	" From M'n. to Up. or Spar Dk. Sh'strake	<u>10 1/2</u>	<u>4 1/2</u>	<u>10 1/2</u>	<u>4 1/2</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	" Up. or Spar Dk. Sh'strake, breadth & thickness	<u>10 1/2</u>	<u>4 1/2</u>	<u>10 1/2</u>	<u>4 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>10 1/2</u>	<u>4 1/2</u>	<u>10 1/2</u>	<u>4 1/2</u>
FRAMES, Angle Iron, for 2/3 length amidships	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Lengths of Plating	<u>14 1/2</u>	<u>105</u>	<u>14 1/2</u>	<u>105</u>	Shifts of Plating, and Stringers	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>
Do. for 1/3 at each end	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>4 1/4</u>	<u>8</u>	<u>4 1/4</u>	<u>8</u>	Angle Iron on ditto	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>
REVERSED FRAMES, Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Tie Plates fore and aft, outside Hatchways	<u>16</u>	<u>4</u>	<u>16</u>	<u>4</u>	Diagonal Tie Plates on Beams No. of Pairs	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>13 1/2</u>	<u>13 1/2</u>	<u>13 1/2</u>	<u>13 1/2</u>	Flat of Up., Spar, or Awning Dk.	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	How fastened to Beams	<u>9/16 bolts with nuts</u>	<u>9/16 bolts with nuts</u>	<u>9/16 bolts with nuts</u>	<u>9/16 bolts with nuts</u>
" thickness at the ends of vessel	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
" depth at 2/3 the half-bdth. as per Rule	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	Angle Irons on ditto, No.	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Stringer or Tie Plates, outside Hatchways	<u>13 1/2 x 3 x 6</u>	<u>13 1/2 x 3 x 6</u>	<u>13 1/2 x 3 x 6</u>	<u>13 1/2 x 3 x 6</u>
" height extended at the Bilges	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	Flat of Lower Deck	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
BEAMS, Upper, Spar, or Awning Deck	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	Ceiling betwixt Decks, thickness and material	<u>1 1/2</u>	<u>W.P. Sparring</u>	<u>1 1/2</u>	<u>W.P. Sparring</u>	Main piece of Rudder, diameter at head	<u>4 1/4</u>	<u>4 1/4</u>	<u>4 1/4</u>	<u>4 1/4</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	" in hold do. do.	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	do. at heel	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Single or double Angle Iron on Upper edge	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	How fastened to Beams	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Bulkheads No. <u>4</u> No. per Rule <u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>22</u>	<u>6</u>	<u>22</u>	<u>6</u>	" Thickness of <u>4/16 & 5/16</u>	<u>4/16 & 5/16</u>	<u>4/16 & 5/16</u>	<u>4/16 & 5/16</u>	<u>4/16 & 5/16</u>
BEAMS, Main, or Middle Deck	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	" Height up <u>all to Upper deck</u>	<u>all to Upper deck</u>	<u>all to Upper deck</u>	<u>all to Upper deck</u>	<u>all to Upper deck</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Angle Irons on ditto, No. <u>3</u>	<u>3 1/2 x 3 x 6</u>	" How secured to sides of ship <u>between double frames</u>	<u>between double frames</u>	<u>between double frames</u>	<u>between double frames</u>	<u>between double frames</u>			
Single, or double Angle Iron, on Upper Edge	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	Stringer or Tie Plates, outside Hatchways	<u>13 1/2 x 3 x 6</u>	" Size of Vertical Angle Irons <u>2 1/2 x 2 1/2 x 5/16</u> and distance apart <u>30</u> ins.	<u>2 1/2 x 2 1/2 x 5/16</u>	<u>2 1/2 x 2 1/2 x 5/16</u>	<u>2 1/2 x 2 1/2 x 5/16</u>	<u>2 1/2 x 2 1/2 x 5/16</u>			
Average space	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	Flat of Lower Deck	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	" Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
BEAMS, Lower Deck	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	The FRAMES extend in one length from <u>Keel</u> to <u>Gunwale</u>	<u>Keel</u>	<u>Gunwale</u>	<u>Keel</u>	<u>Gunwale</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	BILGE Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	The REVERSED ANGLE IRONS on floors and frames extend <u>from middle line to bilge stringer</u> and to <u>gunwale</u> alternately	<u>from middle line to bilge stringer</u>	<u>gunwale</u>	<u>from middle line to bilge stringer</u>	<u>gunwale</u>
Single or double Angle Iron on Upper Edge	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	do. Bulb Iron <u>3/5 length</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Average space	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	do. Intercostal plates riveted to plating for <u>length</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	PLATING. Garboard, double riveted to Keel, with rivets <u>3/8</u> in. diameter, averaging <u>3 1/2</u> ins. from centre to centre.	<u>3/8</u>	<u>3 1/2</u>	<u>3/8</u>	<u>3 1/2</u>
BEAMS, Hold, or Orlop (Under R. D.)	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>	" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3</u> ins. from centre to centre.	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter averaging <u>3</u> ins. from centre to centre.	<u>3/4</u>	<u>3</u>	<u>3/4</u>	<u>3</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	" Butts of <u>two</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/6</u> thicker than the plates they connect.	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3</u> ins. from cr. to cr.	<u>3/4</u>	<u>3</u>	<u>3/4</u>	<u>3</u>
Single or double Angle Iron on Upper Edge	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3</u> ins. from cr. to cr.	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	" Butts from Bilge to Main Sheerstrake, worked carvel, double or single riveted.	<u>3/4</u>	<u>3</u>	<u>3/4</u>	<u>3</u>
Average space	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	Lower Edges of Main Sheerstrake, double or single riveted.	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	" Butts of Main Sheerstrake, treble riveted for <u>half</u> length amidships.	<u>half</u>	<u>half</u>	<u>half</u>	<u>half</u>
BEAMS, Centre line, single or double plate, box, or Intercostal, Plates	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	" Butts of Main Sheerstrake, treble riveted for <u>half</u> length amidships.	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	" Butts of Main Stringer Plate, treble riveted for <u>half</u> length amidships.	<u>half</u>	<u>half</u>	<u>half</u>	<u>half</u>
" Rider Plate	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	" Breadth of laps of plating in double riveting <u>5 1/2, 4 1/2</u> Breadth of laps of plating in single riveting	<u>5 1/2, 4 1/2</u>	" Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>			
" Bulb Plate to Intercostal Keelson	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	No. of Breasthooks, <u>4</u> Crutches, <u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
" Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	Manufacturer's name or trade mark, <u>Charterpool, M. & Co. Dorman, Long, West. Gockton</u>	<u>Charterpool, M. & Co. Dorman, Long, West. Gockton</u>	<u>Charterpool, M. & Co. Dorman, Long, West. Gockton</u>	<u>Charterpool, M. & Co. Dorman, Long, West. Gockton</u>	<u>Charterpool, M. & Co. Dorman, Long, West. Gockton</u>	Builder's Signature, <u>H. Mc Intyre & Co</u>	<u>H. Mc Intyre & Co</u>	<u>H. Mc Intyre & Co</u>	<u>H. Mc Intyre & Co</u>	<u>H. Mc Intyre & Co</u>
" Double Angle Iron Side Keelson	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	The above is a correct description.	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	Surveyor's Signature, <u>Alexander Ross</u>	<u>Alexander Ross</u>	<u>Alexander Ross</u>	<u>Alexander Ross</u>	
" Side Intercostal Plate <u>Bilge Keel 2/3 length bulb 4 x 1/2 with double angle iron</u>	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	Surveyor to Lloyd's Register of British and Foreign Shipping.	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>					
" do. Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>										
" Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>										
BILGE Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>										
do. Bulb Iron <u>3/5 length</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>										
do. Intercostal plates riveted to plating for <u>length</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>										
BILGE STRINGER Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>										
Intercostal plates riveted to plating for <u>bulb half length</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>										
SIDE STRINGER Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>										

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Decks, state if whole or part, and if wood deck is laid thereon.

Builder's Signature, H. Mc Intyre & Co

Surveyor's Signature, Alexander Ross

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

GLSM 8-0-217

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6238 *egs*
 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 at the corners of the butts*

Masts, Bowsprit, Yards, &c., are *Pitch Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlings 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

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.			
								Bower Anchors	Stream Anchor								
<i>Complete</i>	Chain	195	1 1/2	34-2-2-0	195	1 1/2	<i>Messrs. G. & S. Jones Shipwrights & Iron Works, 1883</i>	15264	1	10.3.16	12.14.20	10.0.0	<i>Messrs. G. & S. Jones Shipwrights & Iron Works, 1883</i>				
	Fore Sails,	Iron Stream Chain	60	1 1/2	15-2-2-0	60		1 1/2	15265	1	10.2.23	12.13.0.14		10.0.0			
	Fore Top Sails,	or Steel Wire			10-2-2-0				15263	1	8.1.14	10.12.2.0		8.2.0			
	Fore Topmast Stay Sails,	or Hempen Strm Cable	45	8		45		8	15300	1	4.0.10	6.10.0.0		3.3.0			
	Main Sails,	Hawser	90	6		90		6	15301	1	1.3.4	4.0.2		1.3.0			
	Main Top Sails,	Warp	2 coils of 4 1/2						2nd Kedge	1	0.3.14			0.3.0			
	and	quality	2 " " 4														
	Standing and Running Rigging	<i>Alpaca & Manila</i>	sufficient in size and		<i>good</i>	in quality.		She has <i>one</i> Long Boat and <i>another</i>									
	The Windlass is	<i>Fisher's</i>	Capstan														
	Engine Room Skylights.	How constructed? <i>Peak on iron</i>		How secured in ordinary weather? <i>Slide rods & pins</i>													

Coal Bunker Openings.—How constructed? *Cast iron frames* How are lids secured? *With a clutch* Height above deck? *flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 2 Wash ports & 1 mooring pipe on each side of main deck*
 Cargo Hatchways.—How formed? *Iron comings 30" high*
 State size Main Hatch *21 ft x 10 ft 3 in* Forehatch *8 ft x 8 ft 6 in* Quarterhatch *13 ft 10 in x 10 ft*
 If of extraordinary size, state how framed and secured? *Ordinary plate*
 What arrangement for shifting beams? *One fore & after in each hatchway; 2 web plates in main hatchway & 1 bulb beam with double angles in Quarter deck*
 Hatches, if strong and efficient? *Yes 3' Solid*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18
126	28 th Dec 1882	6	1/1	100		1st. On the several parts of the frame, when in place, and before the plating was wrought } Dec. 26, 28 (1882) 1883 Jan 12, 19, 29, Feb 2
						2nd. On the plating during the process of riveting } 5, 16, 20, 23, 28 March 2, 7, 9, 14, 19, 22, 26, 28
						3rd. When the beams were in and fastened, and before the decks were laid... } April 2, 10, 13, 14, 25, 30 May 3, 9, 11, 15, 21, 23, 25
						4th. When the ship was complete, and before the plating was finally coated or cemented... } 29, 31 June 5, 18, 22, 29 July 3, 5, 10, 20, 24, 27
						5th. After the ship was launched and equipped } 31 Aug 3, 7, 22, 24, 27, 29

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

This is a one-decked Vessel built under Special Survey, in accordance with the Rules and in conformity with the plans submitted, and approved by the Committee

The ballast tanks were tested with a head of water equal to the load line and proved satisfactory

Length of Raised Quarter deck 84 feet
" " Top Gallant Forecastle 20 "

State if one, two, or three-decked vessel, or if spar, or awning decked, and the lengths of poop, bridge, fore-castle, ^{20ft} raised quarter deck, ^{84ft} If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed ***100A1**
 The amount of the Entry Fee *£ 2 0 0* is received by me, *(Signature)*
 Special *£ 21 15 0* 8/9/ 1883
 Certificate *£ 0 0 0*
 (to be sent as per margin).

Committee's Minute TUESDAY 18 SEPT 1883 18

Character assigned *100A1* *LATER*

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

